THE LITERARY DIGEST

PUBLIC OPINION (New York) combined with THE LITERARY DIGEST

ublished by Funk & Wagnalls Company (Adam W. Wagnalls, Pres.; Wilfred J. Funk, Vice-Pres.; Robert J. Cuddihy, Treas.; William Neisel, Sec'y), 354-360 Fourth Ave., New York

ol. LXVIII, No. 13 New York, March 26, 1921 Whole Number 1614

TOPICS - OF - THE - DAY

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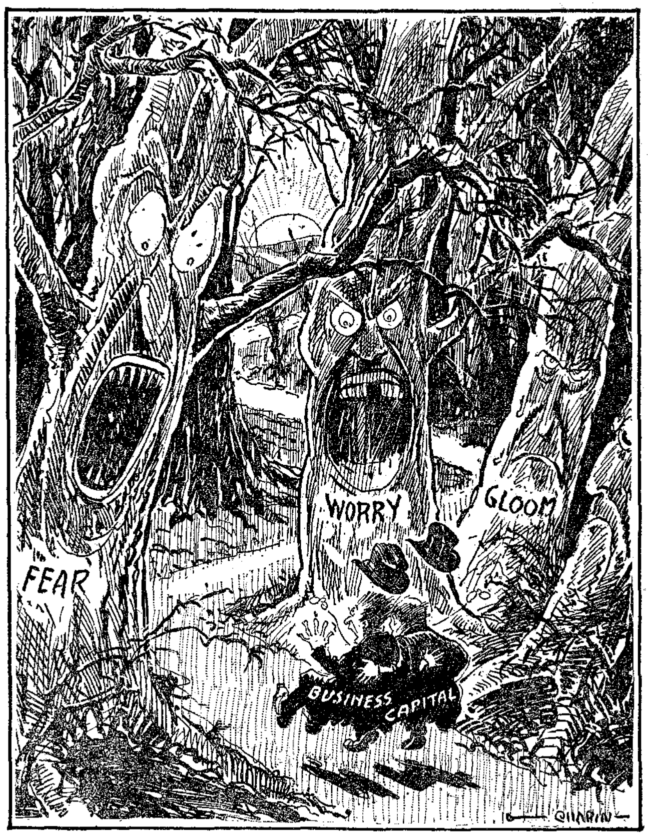
HOW TO BREAK THE BUYERS' STRIKE

"STRIKE-BREAKERS WANTED!" advertises one of the country's thousands of trade journals, putting into picturesque phrase the outstanding need of the business world. "One hundred million strike-breakers are required, at once, to break the buyers' strike!" There is no question of importing men and women from anywhere to do the job. Due to the peculiar nature of this latest and greatest of national strikes, everybody admits that the breaking of it will have to be done by the strikers themselves. Coercing them would be difficult. In other words, the strikers' demands must be met. The problem, in its simplest terms, then, is to make these millions of striking buyers both willing and able to buy in such volume that business can go ahead. If the country can find an answer to that problem, which seems to be capable of statement in such a very simple and easy manner, capitalists, workers, business men, and ultimate consumers, the whole national population, in short, will breathe easier and sleep better of nights. In order to assist as much as possible in this consummation, THE DIGEST has gathered hundreds of opinions from the trade journals of the country. The editors of these journals are placed in a position where it is to their interest to keep equally in touch with production and distribution. They know what is going on among those who sell and those who buy. They were asked to send in "editorials or articles, giving advice or hints to manufacturers or business men that will help stimulate business, start the wheels turning, and move the goods, or telling of methods that have actually been tried and have proved successful." Responses came in by the hundred. They range from a clever little ad, "guaranteed to sell more paint," to a philosophical consideration of the whole American area of depression, connecting it with similar world-wide phenomena, and indicating that in business, as in war, the world must be considered as a unit. The closing of a barrel-factory in Kokomo, Indiana, according to this sweeping theory, may be dependent upon the state of European exchange. These are matters that many may consider in the special province of Mr. Herbert Hoover. In the meantime, business editors, getting down to brass tacks, offer a good many general and specialized suggestions.



DON'T STOP, YOU'RE ALMOST OUT OF THE WOODS.

—Chapin in the St. Louis *Star*.

Perhaps *The Black Diamond* (Chicago) reduces the commonest general suggestion to its pithiest terms in the following declaration:

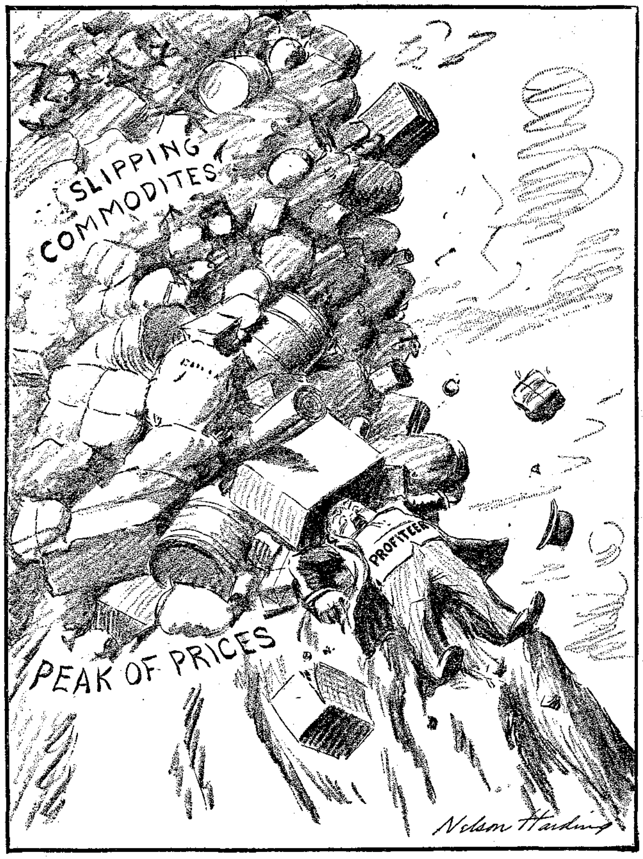
> "Business is dull and the business man too frequently is duller. He sits in his office and laments conditions largely because he has become accustomed to a situation in which he did not have to be a business man to succeed. What he to-day calls hard times, before the war he would have considered almost normal times.
>
> "In fact, to many a man to-day, anything which demands work indicates hard times. He wants the buyer to come to him to beg him for his goods the way he has done in the past. He thinks because the post-armistice period was a seller's market that a seller's market should obtain until the end of time. He has become flabby; in other words, accustomed to cushioned office chairs and a dictatorial manner in transacting business.
>
> "This is as true of the retail coal merchant as of any other business man. Last summer the retail merchant was busy refusing orders; the coming summer, unless I miss my guess, he is going to be busy getting them, or he is going to be out of business. My personal opinion is that is the way it should be."

"The present is the occasion for industry to scale down costs to bed-rock in preparation for the revival of buying which is expected to develop this year," affirms the financial editor of *The Iron Trade Review* (Cleveland). In a similar vein *The American Artizan and Hardware Record* (Chicago) asserts that "much of the profit in the future will come from labor, material, and time that have been allowed to be wasted." Efficiency, the cutting out of waste, the use of brains and real business ability, are argued for by perhaps nine-tenths of all these business editors and writers as a basic necessity in changing conditions for the better. Thus, *The National Baker* (Philadelphia) finds a cure for the depression in getting away both from the high-pressure business methods which were followed during the war and from the loose and free ways that prevailed "during the jazz period," which led up to the buyers' strike. At least in the hosiery business, believes *The Dry*

Goods Economist, "the people are willing to buy freely of any reliable goods reasonably priced." Reliable goods reasonably priced spell efficiency in production, observes *The Automobile Trade Journal,* of Philadelphia, and the editor of *The Iron Trade Review* (Cleveland) takes up the average business man's efficiency problem in this style:

> "An entire revision of production costs is essential if prices are to be brought within the limits of reduced purchasing power and the available supply of liquid credit. By the thoroughness with which this revaluation of productive factors is carried out will the flow of trade be controlled. Competition of costs and of efficiency must return to supersede competition of mere speed of output."

Henry Ford's announcement, telegraphed broadcast over the country on March 10, that American business is already "shaking down" to a new basis, finds almost universal agreement among the trade editors. *The Dodge Idea* (Mishawaka, Ind.) presents the stimulating case of one plant which applied, last fall, the "shaking-down" methods so generally recommended to-day. The editor of the magazine was present at the meeting, which he describes:



DREADING ANOTHER LANDSLIDE.

—Harding in the Brooklyn *Eagle.*

> "It was the last week in October; there had been no encouragement in the business situation for a whole month: orders had fallen to almost zero and prices on basic materials had wavered and wobbled. The board of directors had met and considered the proposition pro and con, and the consensus of opinion was that the plant should shut down indefinitely pending a readjustment of market conditions. The chairman of the board of directors—erstwhile president of the organization—had sat quietly through the discussion. The discussion lulled and all eyes turned toward him. He rose to his feet—this gray-haired and keen-eyed old fighter.
>
> "'We're not going to close down the plant!' he thundered, slamming his fist down on the table. 'We're going to fight!' He pointed out the window to the factory. 'Gentlemen, there are six thousand men out there that depend on us to furnish them with bread and butter. Can we afford to disappoint them? Can we afford to jeopardize our national prestige by quitting like a bunch of slackers?
>
> "'I've been through financial storms that make the present condition seem like a ripple on the surface. We're going to fight!'
>
> "And the organization did fight! The board of directors were convinced and in turn the whole personnel of the organization. And how that bunch did fight! They cut down costs; they speeded up production and they sold their goods. Meantime their competitors closed their plants.
>
> "Three months have passed and the organization who decided to fight are back on a normal production and sales basis. The organizations who closed down are just beginning to feel the readjustment and it will be months before they reach a normal output.
>
> "The moral is obvious and is worthy of imitation. The organization that has the courage to say, 'We're going to fight!' has an object in view and is bound to win out because of that objective."

PRICES MUST COME DOWN

Getting away from generalities and down to the specific remedies which business may apply to the situation, perhaps the greatest number of business editors suggest lower prices. But lower prices, many add, are not enough. The public must be educated up to the level of the recognized fact that real thrift consists not in hoarding, but in judicious buying. "I feel safe in saying that the last step in the reconstruction of prices, the word which will tell industry to go ahead and resume production, lies in the wish and decision of the retailer." So William C. Foulds, "a prominent manufacturer and a competent economist," is quoted by *The Confectioners' Journal.* This word the writer finds has already been taken to heart by the worker and employing producer.

"If, when the manufacturers and wholesalers reduced prices, the retailer had followed suit, he would have sustained a much smaller loss," argues *Sugar* (New York), "an English-Spanish Technical Journal Devoted to Sugar Production." "His trade has come to a standstill, and the public is still waiting to see his merchandise marked at figures which it feels are in keeping with changed conditions. Whenever the purchasing public believes that the bottom has been reached, the wheels of industry will begin to turn once more. The sooner the retailer recognizes this basic fact the sooner will he and the rest of the business world note an improvement in business conditions."

The editor of *The Iron Age* (New York) is a strong advocate of a policy of price-cutting applied to all businesses where an honest survey shows the reasonableness of lower prices. He writes:

> "Our belief is that the best way for business men to help bring about sound conditions is for each to make a study of his own business in its relation to other kinds of business, and be willing to do his part, even to the extent of taking losses, if necessary, in order to get away from the false basis on which we have been operating. We are especially opposed to any attempts to stimulate business by urging people to buy when perhaps they can not afford to do so. Propaganda may cause temporary revival of business, but in such cases there is likely to be a serious reaction. This does not mean, however, that we have any objection to preaching sane optimism whenever it can be done."

Speaking for the textile industries, *The Dry Goods Economist* notes a cut, particularly among the producers of cotton goods, "ranging from 50 to over 60 per cent. lower than those made last spring and summer." These new prices, "on a comparatively lower level than that yet reached by any other class of products," are said to have started a revival of textile buying, "and with it a stiffening of prices." *The Economist* drops this word of warning to the directors of the industry and to all other business men who may seek to get things moving by price reduction:

> "One gets tired of repeating that the industrial machine is a delicate mechanism, very easily thrown out of gear to a disastrous extent. It has been severely jolted by the sudden price drop which succeeded the inordinately high market of last spring.

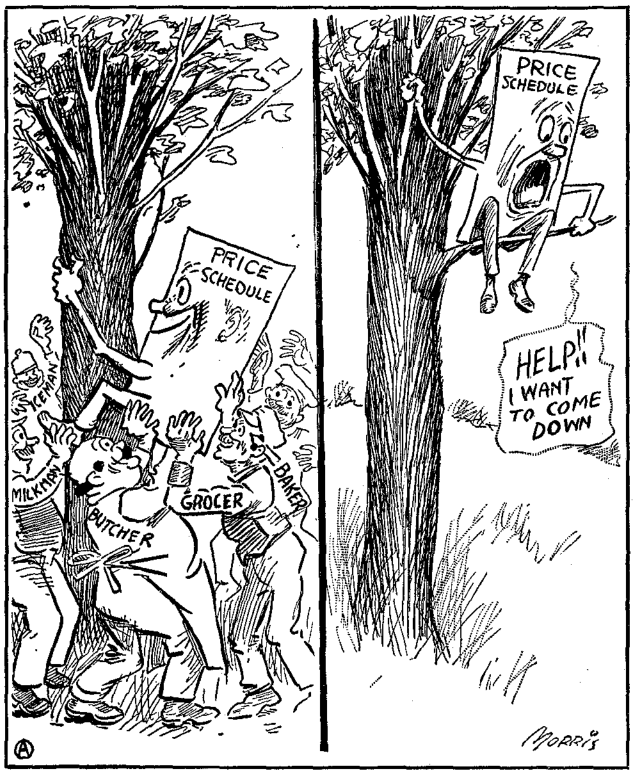
There is no sensible business man who will not admit now that it would have been much better if the market had not gone so high and if the ensuing fall could have been made slow and gradual.

"Similarly, all sensible business men, it is to be assumed, realize clearly now that a sudden full start of the machinery is as dangerous as a sudden full stop, and that the desirable thing to be accomplished is a slow and gradual resumption. They must recognize, these sensible business men, that prices have been for the last year, and are now, the regulators of business, and that in the matter of price-making it is necessary to proceed very carefully. The chief danger is the tendency to look upon this gratifying revival as the beginning of another boom."

WAGES MUST FOLLOW PRICES DOWNWARD

Along with these arguments for price-cutting goes an equally vigorous propaganda for the reduction of wages. Various industries report voluntary acceptance of smaller pay by groups of employees who have been convinced that their particular line of industry demands it. "Plants which have fostered the good will of their employees have been the first to encounter this changed attitude," notes *The Textile World* (New York). "The news of the almost unanimous vote by the House and Senate of the Riverside and Dan River Cotton Mills to reduce wages 25 per cent., after the business situation had been carefully explained to them, illustrates this fact." President Harding's address, after being made a member of the Typographical Union in Marion, is recalled by *The American Druggist* (New York):

"He told the members assembled that labor must weed out the slackers in its ranks if the present scale of wages is to be maintained. He spoke to them as an employer familiar with the problems of the employer; he gave intimate details of the cost of running a newspaper and added: 'I hope you will never have to go back to the old scale of wages, but there is only one way for you to avoid it. That is by turning your attention to the increase of efficiency. The labor-union is under an obligation to see that its members do their full duty quite as much as it is under an obligation to strive for better working conditions, better wages, and better hours. I don't mean for you to draw on every energy you possess, but every employer, every concern, has a right to expect a dollar's worth of work for a dollar's worth of wage.'

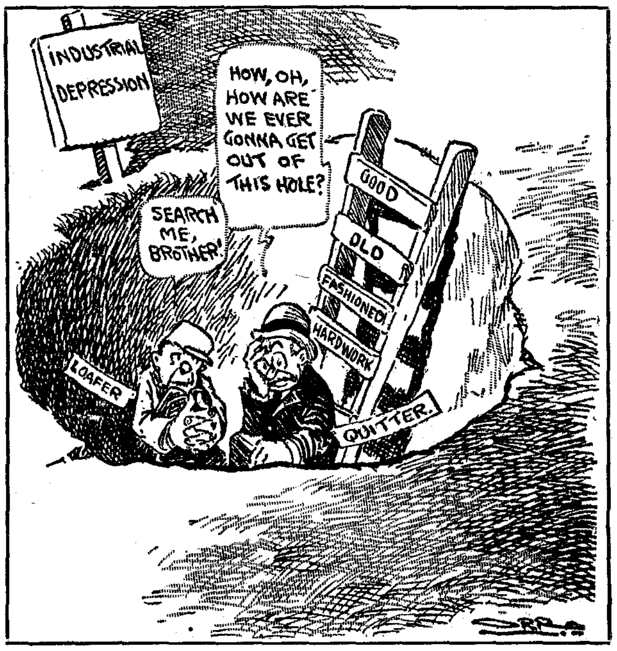


THERE WERE MANY TO BOOST HIM UP—BUT NONE TO HELP HIM DOWN.

—Morris for the George Matthew Adams Service.

"It is to be hoped that labor-unions everywhere will take these words, this advice, to heart. We wish member Harding would talk to his brothers in the chapels in New York along the same lines; for here the arbitrary, unreasonable, arrogant, and foolish demands of the many unions in the printing trades have put a crimp into the industry which will require a long time to iron out."

A desire and tendency to keep down the number of unemployed are noticed by *The Iron Trade Review* (Cleveland), which finds also that, as affecting iron-workers at least:


INDUSTRIAL DEPRESSION
HOW, OH, HOW ARE WE EVER GONNA GET OUT OF THIS HOLE?
SEARCH ME, BROTHER!
GOOD OLD FASHIONED HARDWORK
LOAFER
QUITTER

TIMES LOOK PRETTY DARK TO SOME.

—Orr in the Chicago *Tribune*.

"An important point in connection with the reduction of wages is that there have been comparatively few protests by the workmen, and in only one instance in the industry have the men whose wages were cut refused to return to work. Recent reductions have affected most operatives whose organizations have been particularly insistent in the past four years in wage increases. It suggests that due to unemployment, and to the fact that prices of many commodities have been reduced, labor has become reconciled to a reasonable readjustment.

"Organized labor, however, believes that the reductions will lead to dissatisfaction and that this will improve its position numerically. No doubt, a precipitous decline would have such an effect, but wages are moving to lower levels slowly. Reports are frequent to the effect that employers announce reductions in wages simultaneously with cuts in the prices of their products sold to wholesalers, the effect being the same as tho wages were reduced a considerable time before prices could be reduced to ultimate consumers. In the steel industry, however, no general change has been made in the schedule of wages and none at all as yet by some of the leading interests, while prices of practically all products have been marked down, many of them to the minimum level for the reconstruction period established by the industrial board two years ago. The tendency in the industry is to keep the faith with labor—reductions in the cost of living first, then wage reductions, with the former greatly in the lead with respect to both time and comparative levels."

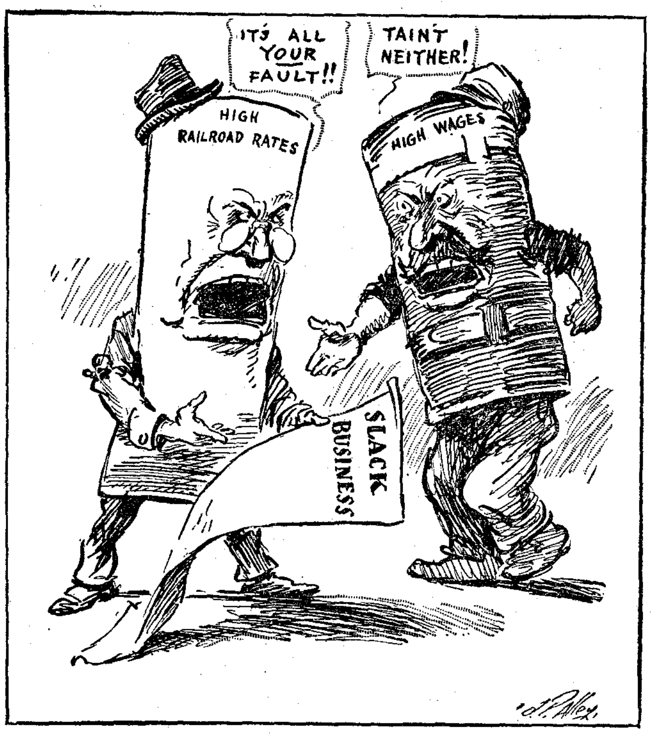
In Omaha, Nebraska, an association of building-material dealers ran a full-page ad in the local papers, in which the problem of lower wages was attacked in a less optimistic spirit. They headed their display, "High Labor Prices Prevent Home Building." By means of figures, in large tabulations, they attempted to show that, while building-material prices are already down near the 1913 level, labor costs are still far above it. "It is perfectly fair to expect labor to reduce its wages," argues this advertisement:

"The cost of living has fallen. Every day retailers are making new reductions. Here are some figures gathered from

(*Continued on page* 62)

THE RAILROAD WAGE CUT

THE RAILROADS, many observers assure us, are at present the most disquieting feature in the business outlook. "If we are to accept the grave warnings of the railroad managements, the whole transportation system is moving in the direction of bankruptcy," says the Baltimore *Sun;* and the Washington *Evening Star* cites a rumor that "many lines would have to go into the hands of receivers if they made full reports of their conditions." The basic fact of the situation, as the New York *Evening Mail* sees it, is this: "railroad wages are now so high that they have raised the cost of carrying freight to such a point that business generally can not bear it; and the result is that business is stagnating, railroad revenues are falling off, and the roads are getting daily into a condition that bodes no good for our industrial life." To meet this crisis, the railroads of the nation have started a wage-reduction movement by which, it is estimated, they hope to cut their operating expenses by nearly $1,000,000 a day. This interests the public as a step toward a possible lowering of freight- and passenger-rates. "Present rates are built on present wages; and if wages are slashed as now proposed why should not rates be cut down as well?" asks the New York *World*, which is convinced that the railroads' loss of traffic "is not due directly to the high wages, but to the high rates, which the people can not pay." And in the Cleveland *News* we read:



HO, HUM.

—Alley in the Memphis *Commercial Appeal.*

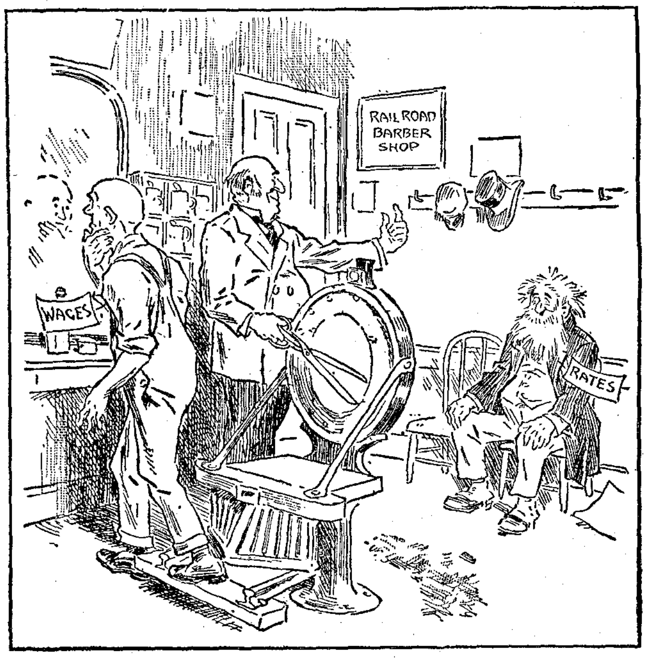
> "Reasonable men generally agree that both wages and prices must come down to something like former levels. The process will be painful enough, to many persons, in any case. But it will be unnecessarily hard, unjust, and disturbing to public peace if there is a general attempt to reduce salaries and wages before reducing charges and prices. That is not the order in which they went up, in most cases. Americans can see some justice in wage reductions in industries which have reduced their own prices—meat, clothing, and farm produce, for example—but we doubt if they will sympathize much with a railroad program of marking down employees while continuing to charge customers more than ever before."

In the breast of organized labor the sad plight of the railroads seems to awaken profound suspicion instead of sympathy. The real purpose of this wage-reduction campaign, labor leaders declare, is to break the power of the unions; and the real cure for the railroads' financial troubles, they insist, lies in the elimination of waste and mismanagement. Consequently, Mr. Gompers predicts, millions of railroad employees will unite to resist the reduction of their wages. "No solution of railroad problems will be found in the wage-slashing now being carried on," says Mr. Gompers, who adds the opinion that "the only way to relieve railroad finances is to squeeze the water out of the properties." He also warns the enemies of unionism against "driving too hard the bargain of wage revision." The railroad unions have appealed from the wage cuts to the United States Railway Labor Board, and their attorney, Mr. Frank P. Walsh, addresses the Board in part as follows:

> "Oh, I say to you that we are not deceived as to what is transpiring, and we hope that the public is not deceived. Here and now we put this board on notice to expect, when it comes to consider wage schedules, that the railroad-owners will argue most vociferously that wages of railroad-workers should be reduced because the wages of packing-house employees have been lowered and their hours of labor increased. And whatever tribunal is interposed between the parties to the controversy in the packing industry will be told by the packers that wages in that industry must be reduced because wages of railway-workers are about to be reduced.
>
> "Then, in the next great struggle over the shorter work day—and don't forget that that is one of the great issues in the steel industry—they hope to be able to say that the eight-hour day is a failure and to offer as proof of that a return to longer hours in the packing industry.
>
> "That is the vicious circle of which labor complains."

But the railroads insist that wage reduction is the only possible solution of their fiscal problems. They point to the fact that in 1915, with 1,433,904 employees on their books, wages aggregated only $1,190,223,755, while in 1920, with 1,993,524 employees, their pay-roll amounted to $3,808,386,000—an increase of 130.1 per cent. In 1917, they say, their total operating expenses were $2,860,000,000, or a billion dollars less than they paid in wages alone in 1920. Says the New York *Globe:*

> "Despite exceptions, railroads are fast becoming unprofitable enterprises for the investor. The mere massed figures of railroad revenues for successive years make this plain. In 1917, for example, operating expenses consumed $66.46 out of every $100 received by the roads. In 1920, according to incomplete figures, operating costs called for $93.59 out of the $100. On the average, apparently less than 6½ per cent. margin was left last year for dividends, surplus, replacement, and the numerous other charges which healthy business must meet."



"NEXT."

—De Mar in the Philadelphia *Record.*

Railroad wage cuts, remarks the Manchester *Union*, are "unpleasant but necessary." "Every one, except the labor-unions, acknowledges that railroad wages have got to come down," avers the New York *Commercial;* and it adds:

"During 1920 the gross income of the railroads was the greatest in their history, but their net earnings were insufficient to carry them, so that the Government is now called upon to make good its guaranty of a 5½ per cent. return. For the six months period it may take half a billion dollars. This money must come out of the pockets of the people through taxation. High taxes are hampering business. The people are being taxed to pay these inflated wages to the railroad employees. It is something that can not go on forever. Wage scales will have to come down to a reasonable relationship with other costs. If not, idleness will result, and is resulting, and idle men will not be content to remain idle just so others can continue to draw high wages. They themselves will demand a readjustment."

The Omaha *Bee* agrees that retrenchment by the railroads must be "undertaken somewhere," and in the Columbus *Ohio State Journal* we read:

"There does not appear to be much reason or justice in the wide-spread and indignant protest of railroad employees and some others against wage cuts. The railroads, or most of them, simply are not making ends meet and must cut expenses all along the line. The situation is reflected by the present market values of railroad securities of the highest class. Railroad business has fallen off far in excess of the gain from increased freight- and passenger-rates; the roads simply have to economize in every possible way if they are to get back relatively soon to a reasonably profitable basis as privately managed concerns. The theory that the Government—that is, the taxpayers—may just as well care permanently for the deficits is as unsound a doctrine as could be imagined; even if the country were ready to go over to public ownership, the railroads ought to pay for themselves.

"Many other corporations, large and small, find themselves now in much the same position as the railroads. It is not an agreeable situation, either for the employer, who finds his profits dwindling to the danger-point, or to the employee, who finds his earning capacity threatened. But the period of transition is here and must be faced by millions of industrious people, preferably cheerfully. It is an absurdity to say that an employer who based a fair-wage scale on big gross profits must continue that scale when the ledger shows small profits or none at all. Striking against an inevitable economic condition would be merely kicking against the pricks, the most futile thing in the world."

While some roads have announced wage cuts affecting every one from the president down, in most cases the proposed reductions apply only to the unskilled labor in the companies' employ. Says the Baltimore *American:*

"Since the enactment of the Adamson Law, back in 1916, the labor costs of the carriers have been mounting. Federal control during the life of the United States Railroad Administration pushed the scale higher and higher. Distortion was apparent in every line, but it found its ultimate in the pay of the unskilled rather than of the skilled operatives. At one time the wages of the unskilled operatives had advanced so rapidly that the pay-rates of the car-cleaners and window-washers paralleled those of conductors.

"The inequities of the situation were a source of dissatisfaction not only to the railroad managers and the stockholders, but as well to the skilled workers in the transportation field. The results are reflected in the conditions which have existed during the months that have elapsed since the relinquishment of the control by the Railroad Administration."

Turning to labor's side of the case, we are warned by the Washington *Trades Unionist* that "railroad managers are flooding the country with propaganda directed against their workers," and that "the campaign is similar to that used to discredit Federal operation, but is being financed on a more lavish scale." Mr. Frank P. Walsh avers that "the railroads are now receiving, despite business depression, $1,600,000,000 in excess of the best year they ever had." And in *Labor* (Washington) we read:

"In connection with their campaign to force down the wages of the workers and to destroy existing labor organizations, the railroads are flooding the country with misleading statements.

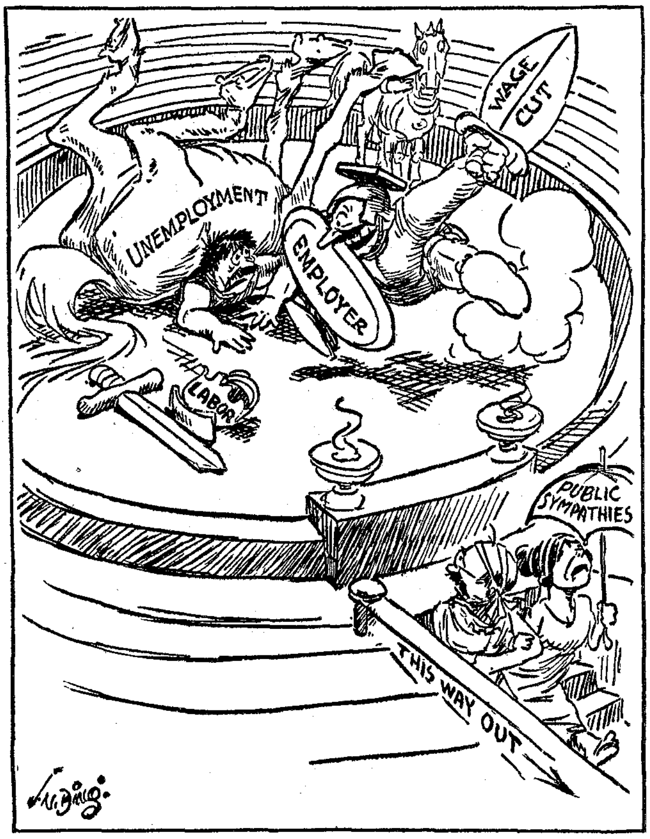
"All are designed to poison the public mind against the workers by making it appear that the railroads' difficulties are directly traceable to the high wages paid employees and to the unfair and unreasonable working rules enforced by labor organizations.

"A complete answer to this propaganda is to be found on page 3807 of *The Congressional Record* for February 22, 1921.

"In a memorandum prepared by the Interstate Commerce Commission and submitted to the United States Senate on that date the following facts are revealed:

"In 1919, under government control, the operating expenses of all Class 1 roads were $4,419,988,750.

"In 1920, when the roads were under private control for ten months and under government control for only two months, the operating expenses totaled $5,810,970,021.



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LOOK OUT! LAURELS WON IN THAT KIND OF VICTORY WILL ONLY LEAD TO A NEW CHALLENGE.

—Darling in the New York *Tribune.*

"The increase under private control was $1,391,000,000.

"Was that increase caused by advances in workers' wages?

"The United States Railroad Labor Board granted an increase in June, 1920, retroactive to May 1, 1920. This was the only advance granted under private ownership.

"The highest estimate of the cost of that advance was $60,000,000 a month. We believe an impartial investigation would show that the actual cost was very much less than that estimate.

"For the purposes of this argument, however, we can afford to accept the highest estimate.

"The wage increase was in effect for eight months during 1920—from May 1 to December 31. At $60,000,000 a month this would mean an addition to operating expenses of $480,000,000 on account of wages.

"But the total increase in operating expenses under private control, as shown by the Interstate Commerce Commission, was $1,391,000,000.

"After allowing the most extreme estimate of the wage increase, we still have $911,000,000 to account for.

"What did the railroad managers do with that vast sum under private ownership?

"It can not be claimed that they invested it in equipment or in construction and maintenance. Their additions to equipment are unimportant, and instead of maintaining and reconstructing they have dismissed tens of thousands of employees who might have performed that essential work."

THE COLOMBIA RUMPUS UP AGAIN

IF THEODORE ROOSEVELT WERE LIVING, "the promoters of the Colombian Treaty would not dare by reviving it to face the storm of public protest which he would raise against them," declares the Philadelphia *North American.* But the President who secured the Panama Canal Zone from Panama after that republic had won her freedom from Colombia is not here to defend his course in recognizing Panama and paying her for the Canal strip the sum which this Government was willing to pay Colombia, and thereby hurting Colombia's feelings. President Harding, in the hope, it is said, that payment to Colombia of the $25,000,000 which she asks because of the loss she sustained when Panama declared her independence, will clear the South-American atmosphere and foster more cordial relations between the various republics and ourselves, seeks in a special message to the Senate to have considered and ratified, with modifications, the pact that has lain dormant for seven years. While many editors throughout the country approve this plan, others say that ratification of the treaty would be tantamount to an admission of wrong-doing by the Roosevelt Administration and a reflection upon the memory of the former President.

Admirers of Roosevelt plan to carry on the fight which he undoubtedly would have made. That they will encounter stiff opposition is freely predicted. Many Republican Senators opposed to ratification of the treaty maintain that the change of front toward Colombia has been brought about by the influence of certain American corporations interested in oil concessions in the Central-American republic which were obtained with the understanding that unless the treaty were ratified and the $25,000,000 paid, the concessions would be of no value, and that some grants would be canceled. Also, it is said, they are planning to bolster up their cause by quoting from the Senate report which Senators Lodge, McCumber, Borah, Brandegee, and Fall made in 1917, in which they said:

> "We can not afford to purchase cordial relations with any country. We can not afford to answer a blackmail demand. Any friendship which is bought is worthless, especially when bought under threats which, when successful, breed contempt in the mind of the seller and a sense of bitter dislike and humiliation in that of the buyer."

The fact that of the Senators mentioned only Senator Borah now openly fights ratification leads the Springfield *Republican* to remark that "what was blackmail in 1917 has become a debt of honor in March, 1921, by the delightfully simple process of turning out the Democrats and putting in the Republicans." The editorial view of this paper, however, is that "it is well worth twenty-five millions to remove Colombia's standing grievance," and Secretary of State Colby said while he still was in office that—

> "From the single standpoint of our commercial progress in South America, the delayed ratification of the treaty is not only an unmixed calamity, but an immeasurable one. Wherever Spanish is spoken our delay in this matter has cost us friends, confidence, and commercial opportunity. It has worked automatically to the benefit of competitors, who have not been slow to take advantage of it. It has caused us to be represented in Latin-American minds as indifferent to justice, willing to be ruthless, aspiring to physical domination, and, therefore, to be shunned, curbed, and resisted."

President Harding, says the Lancaster (Pa.) *Intelligencer,* "made an excellent bid for friendly diplomatic relations with the republics of South America when he urged ratification of the Colombian Treaty," and the Syracuse *Post-Standard* takes the stand that "we do not want to cherish indefinitely a quarrel which may be composed now as well as ever." The whole difficulty, we are told, dates back to 1903, when a "revolution" in Panama, in which United States forces prevented Colombia from crushing the revolutionists, resulted in the creation of the Republic of Panama and its prompt recognition by the United States and other nations. We thereupon paid Panama what we had agreed to pay Colombia for the Canal strip—$10,000,000 and a perpetual annuity of $250,000—"which we thought Colombia had agreed to accept," as the Brooklyn *Eagle* points out. "That Uncle Sam owes Colombia the money for what we seized is indisputable," avers the Boston *Post,* "and we can not expect the good will of the southern republics until we pay the debt." "Aside from the demands of justice, other considerations, political and commercial, urge the adoption of the treaty," we are reminded by the Norfolk *Virginian-Pilot,* and the New York *World,* which lauds President Harding's attempt to "remove a stain from the honor of the United States," asserts that—

> "Mr. Roosevelt's course in Panama was utterly lawless, and it was undertaken only because Colombia was too weak to defend herself. Had Panama been a territorial possession of Great Britain or Germany, does anybody believe that Mr. Roosevelt would have 'taken the Isthmus and let Congress debate'? Such outrages are committed only against nations which are not strong enough to protect themselves."

The well-known ability of Roosevelt to take care of himself, however, stood him in good stead in the Colombian controversy. A few months before he died, the ex-President wrote in *The Metropolitan Magazine* (New York)—

> "In 1903 a shameless and sordid attempt was made by the then dictator of Colombia and fellow politicians to force the United States by scandalously improper tactics to pay a vastly larger sum for the privilege of building the Panama Canal than had been agreed upon in a solemn treaty. As President of the United States I resisted this attempt, and prevented the United States from being blackmailed. Had I not successfully resisted the attempt, the Panama Canal would not now be built, and would probably never have been built. The attempt was blackmail then, and to yield to it now is to yield to blackmail.
>
> "The proposal now is that after having paid $10,000,000 to the rightful owners of the Isthmus, we shall in addition pay $25,000,000 to their former taskmasters and oppressors; a sum two and a half times what these tricky oppressors originally asked, a sum which is to be paid to them merely because they failed in carrying to successful completion a bit of international villainy as wicked as it was preposterous. In point of good sense and sound morality, the proposal is exactly on a par with paying a discomfited burglar a heavy sum for the damage done to his feelings by detecting him and expelling him from the house."

"Every action we took," declares the Philadelphia *North American,* "was not only open and straightforward, but was rendered absolutely necessary by the misconduct of Colombia. Every action we took was in accordance with the highest principles of national, international, and private morality," and we read on:

> "The proposed treaty is a crime against the United States. It is an attack upon the honor of the United States which, if justified, would convict the United States of infamy. Either there is or there is not warrant for paying this enormous sum. If there is warrant for it, then we have no business to be on the Isthmus at all. If there is no warrant for it—and, of course, not the slightest vestige of warrant exists—then the payment is simply the payment of belated blackmail."

This sentiment is echoed by the Buffalo *News,* and the New York *Tribune* maintains that our record in the Panama-Colombia affair "is a record of honor. To acknowledge the superiority of Colombia's title to the Isthmus was to do cruel wrong to the people of Panama—was to approve the principle of conquest and to condemn that of self-determination." "Colombia is solely responsible for any territory that she lost; the United States is responsible neither legally nor morally. The Canal rights were fairly acquired," adds the Buffalo *News.*

"What is back of the whole project, anyway?" the Chicago *Tribune* wishes to know. President Harding's course in this matter, thinks *The Tribune,* "is not marked by the good sense he has shown in others." Continues this paper in no uncertain terms:

"The President has tremendous problems before him in our domestic situation, with the economic conditions critical, business in profound depression, unemployment general, taxation almost crushing, the railroads—the security of whose vast capital investment and the efficiency of whose operation are decisive of our financial and economic stability—in a grave crisis. In Europe, in the Pacific, are other grave questions awaiting our attention. In such a situation the hazarding of party harmony and friendly relations with the Senate over such a matter as the Colombia Treaty could not be justified by any reasons thus far published in its behalf.

"*The Tribune* challenges the injection of this Colombia matter into the special session, which should be given solely to vital problems now demanding the best thought of the Executive and the Congress. The Colombia project will need discussion and can wait upon our country's serious needs. If it is thrust into the foreground we want to know what undisclosed forces are working so early and so powerfully upon the new Government."

SHIPPING BOARD HEADS EXONERATED

"GRAFT," "GREED," AND "BRIBERY," familiar words in Shipping Board editorials a few months ago, do not find their way into newspaper accounts of the report of the House Committee which has been investigating the expenditures of the Shipping Board. True, Representative Walsh's committee, in a unanimous report, admits that there were waste, inefficiency, lack of coordination, delays, mistakes in judgment, and a want of supervision, but it also maintains that, considering the war-emergency and the gigantic undertaking, waste and extravagance were inevitable. It furthermore "found no evidence to prove that dishonest or fraudulent motives actuated any member of the Shipping Board or any member of the Board of Trustees of the Emergency Fleet Corporation." Thus, points out the Oshkosh *Northwestern*, "Charles M. Schwab, R. W. Bolling, and others are exonerated so far as any actual dishonesty or wrong-doing is concerned; . . . but these charges already had been repudiated in the public mind." Present members of the Board and several of the officials are commended for having brought about an improvement in conditions, yet the report shows that the operations of the fleet have been conducted at a loss despite high freight-rates for many months after the armistice. The Committee reaches the conclusion that it would be best, all things considered, to abolish the Shipping Board and transfer its functions to an executive department. In which event, it is said, a Bureau of Shipping would be created in Secretary Hoover's Department. More centralization of administrative authority is needed, they maintain. As the Committee sets forth its general conclusions:

"It must be remembered that the Shipping Board, in dealing with the war-emergency, was confronted with many difficulties. The program of construction, as well as operation, was gigantic. In involved an expenditure of more than $3,500,000,000, a sum greater than any expended by any corporation in a similar period of time. Many of the officials and Board members were without experience in either ship-building or operating. No adequate organization existed at the beginning. A complete organization to carry out its large program had to be created. There was a shortage of ship-building skill as well as ship-building facilities. The need for ships was imperative and constantly increased during the combat period.

"Of necessity, under these conditions, and when time was of the very essence of the problem, waste and extravagance resulted. However, the Committee has found no evidence to prove that dishonest or fraudulent motives actuated any member of the Shipping Board or any member of the Board of Trustees of the Emergency Fleet Corporation.

"There have been waste and inefficiency and lack of coordination in the tremendous operations of this government agency. The reason or justification given for this is the stress under the war-emergency. No one will deny that there was a great emergency; that time was the most vital factor.

"It is apparent, however, from the testimony taken by this Committee, that in the desire to speed up and accomplish results without counting costs, mistakes of judgment, lack of supervision, and a failure to give careful consideration resulted not in a saving of time, but in delays. Considering the program as a whole, the accomplishments in the number of ships constructed, the tonnage secured, and the time within which the ships were completed and delivered, constitute the most remarkable achievement in ship-building that the world has ever seen.

"It is the judgment of the Committee that the shipping requirements of the nation can not be best administered through a Board of seven members. It is the view of the Committee that what is needed is more centralization of administrative authority than can be had by a large board. Until this tremendous fleet is disposed of a competent person of experience should be placed in charge of the operations, and a salary commensurate with the responsibility of this position should be paid. Indeed, the problems are of sufficient importance to justify transfer of the functions of the Board to an executive department. And while a fleet has been created and trade routes established and to some extent an experienced personnel for operations has been provided, it will need men of experience to direct and supervise the operation of these ships in order that the American merchant marine can compete with that of other nations."

Criticism apparently is not silenced, however. "A more useless report could hardly be imagined had the Committee set out deliberately to whitewash the flagrant record of waste, inefficiency, and lack of cooperation," declares the Providence *Journal*. The public judgment, maintains this paper, "will be that the Committee has not justified its creation, to say nothing of the cost of the investigation." The line of questioning followed by the Committee in Seattle, where the Seattle *Times* charges that "testimony based on newspaper and street-corner rumors" was accepted, convinced that paper that "the Committee had little or no knowledge of ship-building finance or ship-building problems." "Seattle built 20 per cent. of the Shipping Board's steel ships on a flat contract basis, but the Committee classed us with the weak sisters of the Atlantic and Gulf coasts, which operated on the cost-plus basis," exclaims *The Times* in righteous indignation.

"Like so many of the gas-erupting political mountains, this one labored with much noise and disagreeable smoke—and brought forth the proverbial mouse," sarcastically notes the Baltimore *Evening Sun*, and the Providence *Journal* further informs us that—

"The taxpayers who have been footing the bill of billions must continue to pay until the mess is cleaned up. To brighten the prospects of the receivership, the Board evidently ought to be reorganized. For the investigating committee finds that during the period since the armistice, while the shipping industry generally has been enjoying an undreamed-of prosperity, this government agency has been unable to carry on the operations of its fleet without losing money. This is the more astounding because many of the ships were allocated to private operators. The lessees, it may be assumed without exact information, made money."

"Shipping," declares the New York *Journal of Commerce*, "has been one of the serious and exhausting drafts on the resources of the Government ever since the armistice, and what with new building, carrying charges on vessels already built, and the thousand and one items involved in the shipping business, it is still a great source of loss at the present moment." Senator Edge, in a resolution adopted by the Senate, recently called upon the Shipping Board for a detailed statement of its financial status, and it was thus learned that in the first six months of this year the Board faces a $40,000,000 loss in the operation of its ships, altho in the last six months of 1920 a net profit of $25,000,000 was made. In none of these estimates, however, says the New York *Commercial's* Washington correspondent, is allowance made for depreciation, insurance, or interest. Furthermore, states one of the Commissioners, approximately 30 per cent. of our ships are now lying idle; there is now past due from purchasers of vessels about $12,000,000, and there is a "steadily increasing" number of vessels now going into the hands of receivers. Says this Commissioner:

> "The present crisis in shipping is not confined to the United States; it is world-wide. Great Britain has a large number of vessels tied up. Japan is reported to be in a worse condition, and other maritime nations are affected by the same causes in the same way. For the time being there are too many ships for the business. More business or less ships will take care of the problem. Unless our overseas trade greatly increases in volume and we seek new markets for our merchandise and new methods of conducting our credit relations with foreign markets, it is apparent that our tonnage is in excess of our requirements and under these conditions the laying up of our ships is an economic result of the law of supply and demand."

"Having the ships, we must find a way to use them," asserts the Pittsburgh *Gazette-Times*. At the present time, authorities tell us, less than 50 per cent. of our imports and exports are carried in American bottoms. "But we have firmly decided to become a great maritime Power," declares the New York *Tribune;* "and it would be folly to halt at this stage":

> "Our geographical situation and our economic interest both justify the experiment—not a new experiment, at that, for the United States in its early days possest an adequate and efficient merchant fleet. There should be no thought, therefore, of turning back simply because we built hundreds of our vessels in an era of high war-costs and operated them under government management at a huge expense. Every modern nation which has developed a carrying trade has had to make non-paying investments at the start. The great returns are realized later, when the fleet becomes an economic factor of high importance."

There was considerable talk of retaliation by foreign countries last year when Senator Jones's Merchant Marine Bill was under discussion. This still persists, but according to the Senator, "that is just what we may expect." As he goes on to explain the position of America:

> "The Merchant Marine Act is not retaliatory. All we are seeking to do is to prevent certain discriminations against us. If the British now undertake a policy of a retaliatory nature we can take such steps as may be necessary to meet it and to see who will stand up longest under it."

Admiral Benson, present head of the Shipping Board, whose integrity or patriotism has never been questioned, declares that to "scrap the Merchant Marine Act would be to play into the hands of men who, masking as Americans interested in building up our merchant marine, are in reality playing the game for the foreign steamship interests they represent." Continues the Admiral, writing in the New York *Tribune:*

> "Let's not confuse the issue. It is a plain one. We have the ships; we need them. The issue is up to every American. The ships were bought by Liberty bonds to meet a world emergency and to provide against another. To-day Uncle Sam has a real naval auxiliary. There is no question about it. Now let those who object to us having the merchant ships of that naval auxiliary engaged in peaceful development of our trade opportunities stand up to be counted."

The Walsh committee's report has cleared the air, thinks Admiral Benson. In his opinion—

> "The general result of the Walsh committee investigation is going to be beneficial to the Shipping Board. It should have good effect upon our merchant marine development, because until that investigation was completed it was being retarded by constant obstacles placed in its path. Unfair attacks from ambush were continuously launched. The judicial and impartial conclusion of the Walsh committee should stop the flood of unfair criticism."

Moreover, said the Admiral in a recent speech:

> "The best answer to any criticism that may be leveled at those who tried to do their work, while serving the Board, is that no criticism can destroy the fleet we now possess. It may create distrust as to the utility of it for commercial purposes, may give ammunition to our trade foes, but destructive criticism can not take from us the ship independence which America now possesses."

THE FARMER'S BANK RESCUED

IT MAY BE TOO LATE to make John Marshall an honorary member of all the national farmers' organizations, but some such honor would seem to be due to the man really responsible for the one event which has brought a smile to the face of the American farmer during this most distressful winter. When the great Chief Justice laid down the rule that no State may tax a fiscal enterprise of the Federal Government, he enabled his successors to defeat a long legal fight against the Federal Land Bank System, and thereby made millions of dollars of city savings available for rural borrowers. Suit was brought about a year ago to test the validity of the Farm-Loan Act, and in particular the constitutionality of the provision for tax-free Farm Loan bonds. The Supreme Court finally decided that the law was constitutional, and justified the taxation exemption as follows:

> "The exercise of such taxing power by the States might be so used as to hamper and destroy the exercise of authority conferred by Congress, and this justifies the exemption. If the States can tax these bonds they may destroy the means provided for obtaining the necessary funds for the future operation of the banks."

Victor Murdock's Wichita *Eagle* is indignant enough over the fact that the litigation now ended has deprived those who most needed the law of its aid during a most critical period; "while judges fished and basked through a long summer and puddled and piddled through a long winter, farmers were deprived of the benefits of long-term cheap money, which the Federal banks had been created to provide." Tho there is "a sting of bitterness" in such thoughts, they should not prevent us from realizing the good which the system can now accomplish, remarks the Norfolk *Virginian-Pilot.* "Originally intended," we read, "to serve a prophylactic purpose, it will doubtless prove effective also as therapeutic treatment." And here dailies of all parts of the country and all the representative farm journals most heartily concur. The farmer can now borrow money on easy terms either to pay off crushing indebtedness or to prepare for the next harvest. Rural merchants whose bills are to be paid will be able to pay their debts to wholesalers and manufacturers. Hard-prest rural bankers will welcome the relief from the burden of carrying farm paper. So, as the Portland *Oregon Journal* puts it, "the power of the farmers to borrow at low interest on long time will not only give new confidence to the agricultural industry, but it will give a measure of buoyancy to all lines." The New York *Evening Post* declares that "this decision is a blow at farm-mortgage sharks," and it points out that—

> "Our twelve Federal land banks have no money beyond their capital to loan to farmers except that derived from the sale of farm-loan bonds. For a short time these bonds sold at a premium —$30,000,000 worth at 4½ per cent. were disposed of in five months of 1917. But the war, the flotations of Liberty bonds, and the falling price of general securities interfered. In 1919 came the suit challenging the act's constitutionality, and its effect was to depress the market for these bonds to a price where they could not be sold. Bearing 5 per cent. interest and tax exempt, they are now attractive. The decision makes it possible to expand the present farm-loan system, something far more beneficial to the farmer than any emergency tariff."

Yes, agrees the Charleston *Gazette,* in West Virginia, "this farmer's loan act will, in friendly hands, do more to help agriculture than the McKinley, the Payne-Aldrich, and the Fordney bills could do if the good in all should be concentrated and the bad eliminated." In Kansas City, the center of a great agricultural empire, it seems to *The Journal* that—

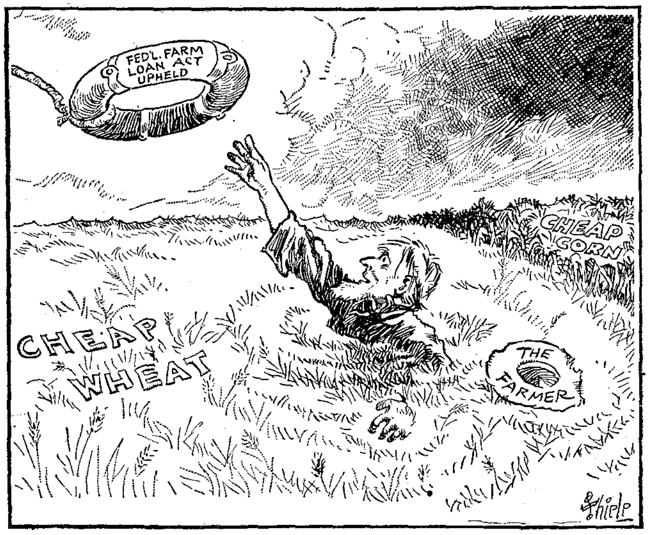
> "The first visible effect of the operation of these banks will naturally be in the relief afforded the agriculturists and the communities in which they live. Country banks, which probably have suffered more than all other financial institutions from the

depression in farm prices, will be relieved from a strain under which they have been laboring for ten months, and which has had a substantial effect in retarding the desired extension of farming activities.

"Moreover, a great wave of debt-paying will be made possible by the help extended by the land banks, and the cycle of that operation will be extended into every city and village of Missouri, Kansas, Oklahoma, Texas, and all the other States of the Middle West agricultural area. . . . . . .

"There should not arise the erroneous belief that the aid promised by these banks is going to bring an immediate solution to the farmers' chief troubles. They have their root in the low prices of their products. But the money that will be made available to them constitutes a direct and quick relief measure, and from the view-point of the Middle West will be more effective than the entire group of instruments designed for that purpose, and now before Congress."

There are, however, certain "untoward consequences" which "may alloy" the general satisfaction with the land-bank situation, observes the Dallas *News*. For one thing, the Income-Tax Law is enfeebled as a revenue-producer—



HELP AT LAST!

—*Thiele in the Sioux City Tribune.*

"All the money that is invested in the bonds of the Federal Farm-Loan Banks will have a sanctuary from the intrusion of the Income-Tax Law. By how much the Government will be deprived of revenue one could only guess. It will depend on the degree of acceptance which the bonds of the Farm-Loan Banks find among investors. This, there is reason for thinking, will be large. Tax-exempt and at the rates of interest they will probably offer, they afford an attractive refuge to capital seeking escape from the Income-Tax Law. They will enjoy an immunity equal to any of the Liberty bonds, and greater than that of most of them. They will offer a rate of interest higher than that of any of the Liberty bonds. And, finally, they will probably command a confidence no less than that which is shown for Liberty bonds. This decision may have the further effect of depreciating, at least temporarily, the price of Liberty bonds."

Not only Liberty bondholders, but also holders of mortgages on other than farm property, are unfavorably affected, the Council Bluffs *Nonpareil* points out. For—

"Borrowers who have other forms of property to offer as security will be forced to pay higher rates of interest as a result, because investors in other loans must get a rate of interest which will make them the equivalent of these tax-free bond investments.

"There has always been strong opposition to making mortgages free from taxation, but this is the only method by which home-owners, merchants, feeders, and those with property other than farms may secure the benefit of rates of interest which are on a level with farm loans made possible through the favor of the Government."

And it is not surprizing to find dailies in the large cities asking with the New York *Evening World:* "If government competition has regularized the farm-loan market, might it not do the same for the home-loan market?" The farm press, in general, express satisfaction rather than exultation in the announcement of the Supreme Court's decision. Its far-reaching effects are acknowledged by representative journals like *The Ohio Farmer* (Cleveland), *The National Stockman and Farmer* (Pittsburgh), *The Nebraska Farmer* (Lincoln), and *The Southland Farmer* (Dallas, Tex.). The renewed activity of the land banks will be especially helpful in those parts of the country "which do not have good banking facilities with an understanding of the farmers' needs," says *The Ohio Farmer*. The decision, affirms the Fargo (N. D.) *Courier-News*, will perhaps mean more to the farmers of North Dakota than to those of any other State. "With big business discriminating against this State, the farmers of North Dakota have suffered more severely than farmers anywhere else from the gamblers' and bankers' panic." And it seems to this Non-Partizan League daily that "the fight to make the land banks rural credit banks also should be actively pushed; furnishing mortgages should be only one part of their business."

To a representative organ of business like the New York *Journal of Commerce* it likewise seems that—

"There is every reason for resuming consideration of the Farm-Loan Act and amending it in essential respects. The farming community needs, in the first place, a broader measure. There should be provision for the extension of current credit based on purchases of fertilizer, machinery, and floating capital required by the farmer in his business. He needs better means of saving and better machinery for the transaction of small daily banking business. These the Farm-Loan Act does not provide for, certainly not in any adequate way. . . . . . .

"Mortgage banking interests which have been antagonizing the movement to secure sound farm credit ought to stop their efforts and should recognize that the demand for better farm accommodation is well founded and equitable, and that what is called for is to make the supplying of such facilities a matter of individual or cooperative effort —not a government subsidy.

"Farmers' representatives should concentrate their work on getting good legislation and should abandon the attempt to force an extension of credit by commercial banks that would impair our whole banking system, or the granting of long-term government loans free of taxes and at unreasonably low rates of interest."

The Federal Farm-Loan Act, the Richmond *News-Leader* recalls editorially, was approved July 17, 1916:

"Under the law, the area of the continental United States was divided into twelve districts, for each of which a Federal land bank was provided. Each bank was required at the outset to have a subscribed capital of $750,000, and was authorized to make loans, secured by first mortgages on farm-lands, up to as much as 50 per cent. of the appraised value of the real estate, plus 20 per cent. of permanent insurable improvements. The exemption from State taxation of the bonds thus secured and issued was one of the points on which the validity of the act was tested. Provision also was made in the law for the formation of national farm-loan associations (Sec. 7) and for the organization of joint-stock land banks (Sec. 16)."

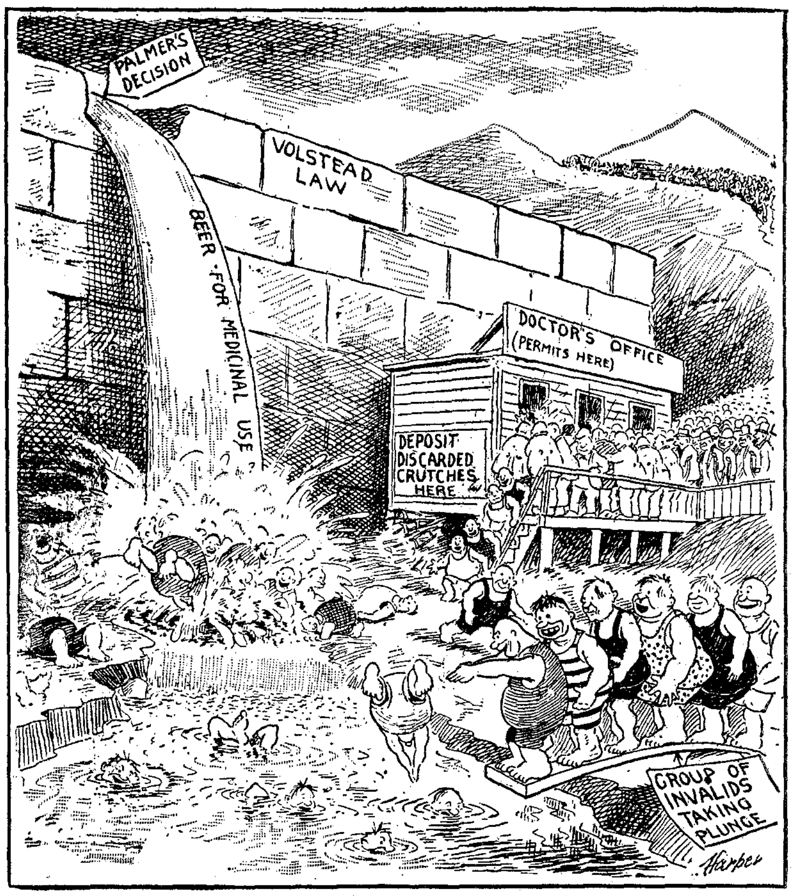
The banks, notes *The Southland Farmer* (Dallas), "are operated at cost, and the volume of business they already have gives them an ample margin for operating expenses, for surplus, and for paying dividends on stock." At first, we are told,

"The interest-rate was 5 per cent., then it was raised to 5½, and for a while now it will be 6 per cent. Add to this the 1 per cent. paid each year on principal, and in these days of high interest the borrower is paying only 7 per cent. of the face value of the loan each year in both principal and interest."

About eighteen months ago, *The Ohio Farmer* recalls, "the Federal Farm-Loan Board reported that 94,815 loans had been made, aggregating $244,653,000, and a year ago it is reported that applications were pending from 179,734 farmers for loans totaling $471,000,000. The board has announced that it will begin the issuance of bonds immediately."

A NEW LEAK IN THE PROHIBITION DAM

"JOHN BARLEYCORN IS A HARD GUY," announces the Baltimore *American;* "every month or two he kicks the lid off his coffin and grins in the faces of his executioners. He was a hard guy alive, and he is a hard guy dead. Congress convicted him; three-fourths of the States sentenced him; Executioner Volstead hanged him, and the Supreme Court released the drop, but John refuses to remain dead." John now walks into the limelight through Attorney-General Palmer's last-minute ruling that beer is a medicine within the meaning of the Prohibition Enforcement Act, as are whisky and wine, and that under the law physicians may prescribe it for patients. And since it is an unwritten law of the Department of Justice that the incoming Attorney-General does not overrule his predecessor, but lets his ruling stand until it is tested out by the courts, it would seem, says a facetious writer in the New York *Tribune*, that "Mr. Palmer started something for the prohibition authorities to finish." "This last prescription of Dr. Palmer's will warm the cockles of the hearts of many who think they know what is good for what ails them," thinks the New York *Globe*, which likens the ruling of the former Attorney-General to a "farewell message." Prohibition enforcement officials, however, take a more serious view of this most recent interpretation of the Volstead Law, since it appears to overthrow the whole theory of prohibition enforcement. "This opinion has stood the entire prohibition unit on end," writes the Washington correspondent of the New York *Herald*, and the *World's* correspondent compares the ruling to a "bombshell thrown into the prohibitionist camp." Said Attorney-General Palmer a few hours before leaving office:


PALMER'S DECISION
VOLSTEAD LAW
BEER FOR MEDICINAL USE
DOCTOR'S OFFICE (PERMITS HERE)
DEPOSIT DISCARDED CRUTCHES HERE
GROUP OF INVALIDS TAKING PLUNGE
Harper

PALMER'S GAP MAY BECOME A POPULAR HEALTH RESORT.

—Harper in the Birmingham *Age-Herald.*

> "The term 'liquor' includes alcohol, brandy, whisky, rum, gin, beer, ale, porter, and wine, and, in addition thereto, any spirituous, vinous, malt, or fermented liquor.
>
> "The manufacture or sale of liquor for medicinal purposes has not been prohibited. The Constitutional Amendment does not expressly confer power to prohibit either. It may be assumed that Congress, for the purpose of making the Prohibition Law effective, could have placed some limit upon the quantity of liquor that should be either manufactured or sold for medicinal purposes, and that it might have indicated, in general terms, the character of such limitation and authorized the executive officers to carry out the purpose this express by proper regulation. I can find in the Act, however, no purpose, either directly to impose such a limitation or to confer upon the executive officers any power to do so. I think, therefore, that a regulation having this in view would be, in effect, an amendment of the statute and not a mere regulation to carry out the express purpose of Congress.
>
> "I think it was the intention of Congress that all reputable drug-stores authorized to compound and dispense medicine prescribed by physicians should be entitled to a permit to sell liquor at retail on such prescriptions. I can not believe that it was the intention that the executive officers should have authority to say that one reputable druggist in a community should have a permit and another equally reputable should not.
>
> "On the whole, I am of opinion that there is no authority to limit the number of permits, either locally or for the country as a whole."

While the Anti-Saloon League is sorely disappointed and not a little amazed at the Palmer ruling, it announces that it will go to work at once to nullify the decision. Furthermore, the League asserts, " thirty-nine States now prohibit what Attorney-General Palmer would legalize, and several of the remaining ones will soon enact codes that will not permit the use of beer as a medicine. Under the Interstate Liquor Shipment Law no one is permitted to ship beer into the thirty-nine States which prohibit it." Dr. Wiley, former chief of the United States Bureau of Chemistry, believes that if the ruling is allowed to stand a new multitude of sick and convalescent will spring up and that "convalescence will kill more people than consumption." For, the New York *Globe* points out, "Congress said nothing (in the Volstead Act) about stopping a good doctor giving wine and beer to patients afflicted with 'some unknown ailment.'" In this instance, thinks *The Globe*, "the silence of Congress was either golden or alcoholic; at any rate, Dr. Palmer could not interfere." And we read on:

> "It is confidently expected that epidemics of 'some known ailment' will be prevalent. Medical practise in this matter, however, is unique. Usually the disease appears first. It is studied. Some genius finds a germ. Another seduces the wild bacillus and makes him enlist to fight for the human race against his old tribe of bugs. But there is a long lapse between the appearance of the malady and the finding of the remedy. In the case of this celebrated prescription, events are entirely reversed. The cure is first captured and safely confined. The only thing left is to find some known disease. This, in its extensive varieties, should, of course, be mild and chronic. It should require recurrent treatment. Each dose of the medicine now made available ought to leave the patient feeling better, but for this 'known disease' the medical followers of Dr. Palmer ought not to promise a permanent recovery. They have to consider the feelings of their patients on such a subject. In thirty-nine States fine physicians and admirable druggists can not provide, with full liberty of conscience, the beers and wines which so many of their sick ones might find healing. But in the unregenerate remainder of the nation the new medicine-men will attain a fresh dignity and recognition in the State. Dr. Palmer has prescribed. They may diagnose. Great will be the reward."

Certainly "the task of enforcing the Volstead Law is made more difficult by the Palmer ruling," as the Brooklyn *Eagle* points out, for, as we read in the Manchester *Union*, "the elastic needs of anemic invalids and the cravings of a multitude of husky citizens suffering from chronic thirst undoubtedly will be gratified." The New York *Times*, however, is of the opinion that the present attitude of both the "wets" and the "drys" is a little too extreme, and the Springfield *Republican* reminds us that the real interpreters of the Palmer decision will in the last analysis be the 150,000 physicians in the United States. Many of these, reports the New York *Tribune*, "are outspoken in their criticism of what they declare to be the use of their profession as a means of restoring beer as a beverage." As the Springfield *Republican* explains:

"The medical profession in America as a whole can be depended upon not to prostitute itself by promoting the sale of wine and beer through druggists' prescriptions. Physicians as a class will not degrade themselves to the level of whisky-runners and bootleggers. But a certain fringe of the profession doubtless would yield to the temptation to get rich quick by prescribing booze for all comers; wherever such physicians practise in the nine States not protected by State laws against this form of evasion of the Federal statute, they now become leaks in the prohibition dam."

While "there is no formula in the Volstead Law to determine where the medicinal potation ends and the thirst-quenching beverage begins the Pittsburgh *Gazette-Times* believes that, while some physicians will prescribe beer for a man "who is all run down and needs a tonic, we need have no fear that Mr. Palmer's opinion will defeat prohibition." "If the family growler is doing service as a flower-pot, don't disturb the plants just yet," is the advice of this paper.

TOPICS IN BRIEF

"Harding blue" is not the Monday morning shade.—*Toledo Blade.*

Germany may be short of gold, but she is long on brass.—*Norfolk Virginian-Pilot.*

It would be well to extend this disarmament idea to the mosquito.—*Detroit Free Press.*

Evidently Germany's view of reparations is that mite makes right.—*Norfolk Virginian-Pilot.*

Now that prohibition has been such a success it should be given a fair trial.—*New York American.*

The more Germany pays the more she will realize that war doesn't.—*Chicago American Lumberman.*

It isn't considered good form to ride to the synagog in a Ford car.—*Boston Shoe and Leather Reporter.*

Evidently Germany underestimates either her own resources or those of the Allies.—*Norfolk Virginian-Pilot.*

Germany seems to think that her credit for losing the war offsets her debt for starting it.—*Norfolk Virginian-Pilot.*

The pay of teachers proves that it is much more profitable to get an education than to give one.—*Moline (Ill.) Dispatch.*

Italy is the only nation shaped like a boot-leg; but America is the only nation that functions like one.—*Passaic (N. J.) News.*

Indiana, the humorist State, may be the center of population, but never the center of gravity.—*Chicago Journal of Commerce.*

The Lenine-Trotzky régime is again reported in desperate straits, but that seems to be its normal condition.—*Pittsburgh Gazette-Times.*

Originally we were told that the award to us was limited to Yap, but the letters appear to have been shifted. It now develops that our part as a result of the war is limited to pay.—*Marion Star.*

Evidently England's Irish policy is to halve and to hold.—*Norfolk Virginian-Pilot.*

Russia has found a way to keep the cities from growing too fast.—*St. Louis Globe-Democrat.*

Congress is going to set up a bar, but it will be only for the immigrants.—*New York Evening Mail.*

The buyers' strike might be called sort of a counter-revolution.—*Chicago American Lumberman.*

Trouble with Germany is that she will neither put up or shut up.—*Boston Shoe and Leather Reporter.*

His experience with the emaciated should enable Hoover to do something for commerce.—*Worcester Gazette.*

A physician says cigarets will ruin the complexion. Smoke always has that effect on paint.—*Washington Herald.*

The trouble with the early strawberry is that it tastes too much like straw and not enough like a berry.—*Marion Star.*

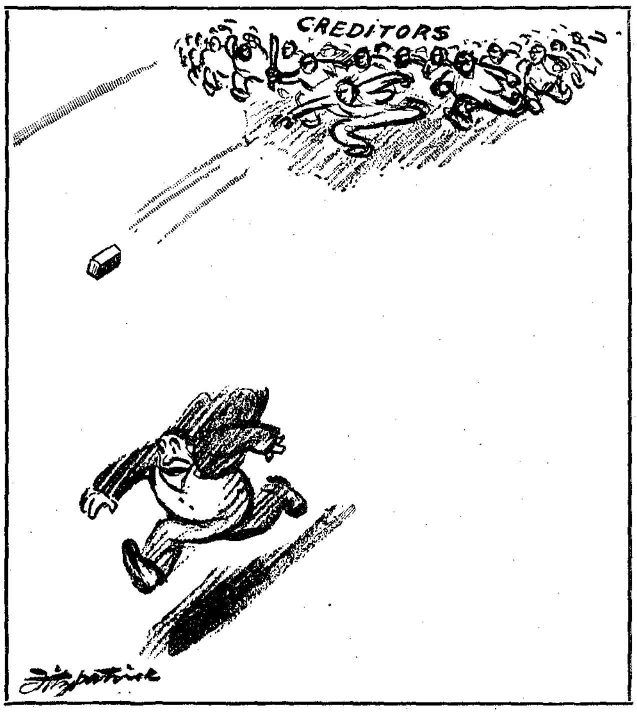
To pay off her little debt Germany is looking for marks—but the Allies refuse to be them.—*Chicago Journal of Commerce.*

The workmen request shorter hours on the Manila railroad lines. The traveling public has the same plea.—*Manila Bulletin.*

Now that the new Cabinet is installed, the infant industries will soon be crying for some Mellon's food.—*Chicago Journal of Commerce.*

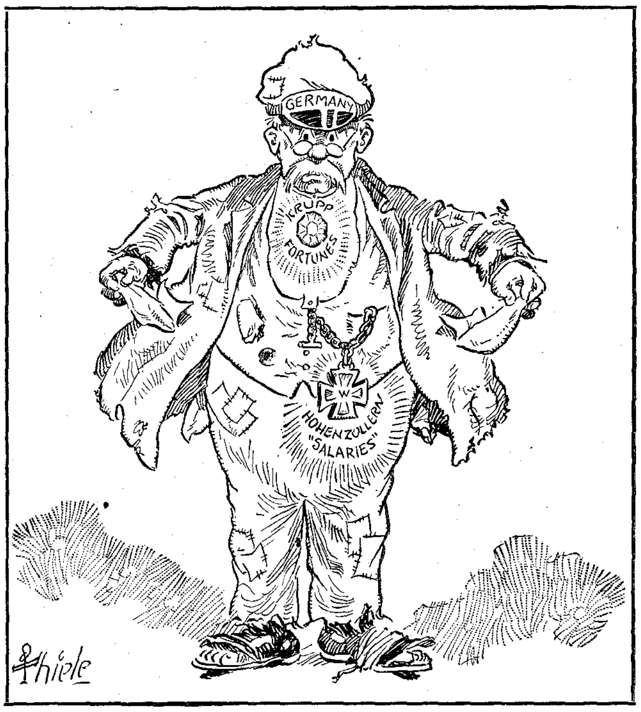
Under the circumstances, the tendency in future times is liable to be to collect the indemnity first and make peace afterward.—*Marion Star.*

Henry White says that taxes are making the American people want peace. Quite different from the effect noted abroad about the year 1776.—*Manila Bulletin.*



GERMANY—"Where's that League of Nations?"

—Fitzpatrick in the St. Louis *Post-Dispatch.*



HOCK THE JEWELRY!

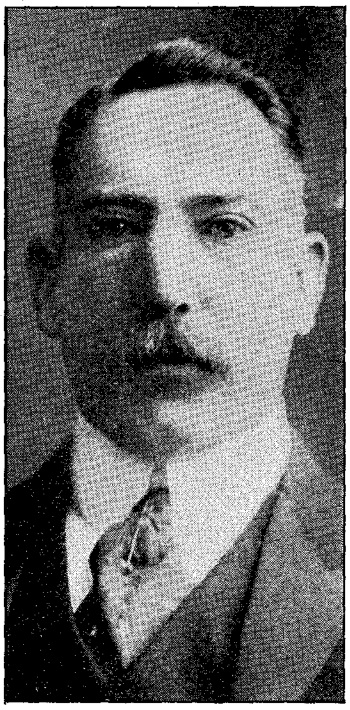
—Thiele in the Sioux City *Tribune.*

GERMANY'S PEACE LESSON.

FOREIGN - COMMENT

HOME RULE FOR ULSTER

WHO WOULD HAVE DREAMED that the "net result of Carsonism" would be to give Home Rule to Ulster, satirically ask British press critics of the retired Ulster leader, who recall the passionate protest for the last thirty-five years of the Ulster men against it, and their denunciation as separatists and rebels of those who asked only the same thing they are now taking for themselves. Of course such a Unionist paper as the London *Morning Post* declares enthusiastically that Ulster has arrived at the dawn of a new era, and shortly "there will be born in the loyal province the youngest daughter of the Mother of Parliaments." The first step taken in the new order of things was the resignation of Sir Edward Carson as leader of the Unionist Council and the selection of Sir James Craig as his successor. In the eleven years of his leadership, we are assured, Sir Edward Carson has accomplished what he set out to do, namely, to save Ulster "from the domination of a Dublin Parliament." He passes his trust to younger hands, "strong in the knowledge that the principles of loyalty to the King and devotion to the Empire, which he inculcated from his first speech as leader, will continue to inspire the men and women of Ulster, so that the Parliament will become not only an asset to the English Empire but a model of what such a Parliament should be." Sir Edward Carson retains chairmanship of the Ulster Unionist party in the Imperial House of Commons, we are reminded by this newspaper, which points out that the first Ulster government will have six or seven officers—the Prime Minister; the Chancellor of the Exchequer (or Minister of Finance, as he will probably be called); Minister for Local Affairs or Interior; Minister of Agriculture and Industry, which will probably also include labor; Minister of Education; Minister for Public Works, and the Attorney-General. It is agreed that it will be better to start with the smallest possible number of ministries and increase them afterward, if need be, rather than to begin with too many and have to discard some later. Sir James Craig will be the first Prime Minister, and the elections for the new Parliament will be decided by the proportional representation system of voting. In Sir Edward Carson's valedictory, delivered before the Unionist Council at its annual meeting in Belfast, he issued a plain statement to his constituents on their future responsibilities when he said:



ULSTER'S NEW LEADER.

Sir James Craig hopes "not only for a brilliant prospect for Ulster, but a brilliant future for Ireland."

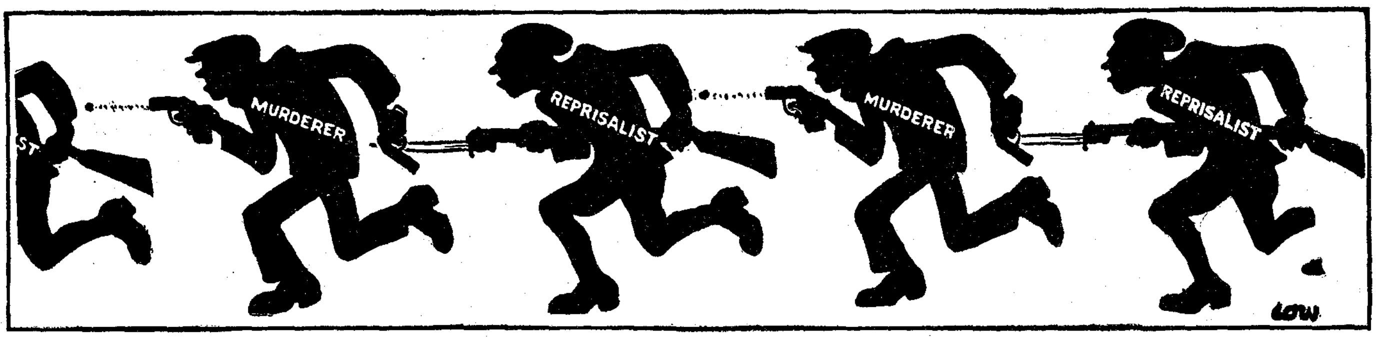
"You have got your own Parliament to govern yourselves; but, having got it, you must keep it. You have many enemies—many who will still try to drag us down in Great Britain at the heel of political parties. One of the great advantages of getting your Parliament—if there are advantages—is that we hope no longer to be a pawn in the political game. You must recollect that if you are in the majority that part carries with it grave responsibilities. If you get a majority at the elections you will no longer be an organization for a party. You will be a Parliament for the whole community. We used to say that we could not trust an Irish Parliament in Dublin to do justice to the Protestant minority. Let us take care that that reproach can no longer be made against your Parliament, and from the outset let them see that the Catholic minority have nothing to fear from a Protestant majority. Take care that we win all that is best among those who have been opposed to us in the past. Let us show them that, while we were always determined to maintain intact our own religion and all that it means to us, we consider that they have a right to expect that all that is sacred to them in their religion will receive the same toleration."

Sir James Craig reasserted Ulster's intense loyalty to the British Empire in a speech before the Reform Club of Belfast, in which he urged the Unionists to set themselves steadily to work "to see that whatever legislation takes place in the Ulster Parliament, of which I have charge, and whatever legislation takes place in the Imperial Parliament, over which Sir Edward Carson has charge, it shall not interfere with the most cordial relationship between the Imperial and the Ulster governments." As quoted in the Belfast *Northern Whig*, Sir James Craig said also:

"With regard to the rest of Ireland let me say what I said before—that we wish to set an example to the South and West. I would rather say don't let the South and West wait for any example, but let them come along step by step as we go along toward progress and toward reform, for it seems to me that this broad line which has been drawn now between the past and the future is a line which might be taken advantage of by people in the South and West, an opportunity which, if they miss, may not arise again, because it looks to me like a chance given them to bury the past and to make an excuse, if one is needed, for taking into their own hands the government of their own part of the country, and showing that Munster, Leinster, and Connaught are just as good as Ulster. So far as I am concerned, that sort of competition, that sort of rivalry, will always be most acceptable, because, after all, if we rival one another in our legislation for the welfare of the people, for the education of the people, for the prosperity of our industries, agricultural or otherwise, surely that is a business competition which will appeal to all classes and all creeds in this province of Ulster.

"We are very much bound up in the rest of Ireland, and therefore I do sincerely hope that in the heat of the coming contests no word will be said which would alienate the sympathy of those desirous of having, as Sir Edward Carson said the other day, peace throughout the whole of our land. We must hope not only for a brilliant prospect for Ulster, but a brilliant future for Ireland. I will sincerely welcome anything which will put a stop to the present campaign of murder and assassination, but in the words which I have said let no one read into them that I am prepared to sacrifice the old principles for which we have fought in the past, or, above all else, do not let any one understand that there is weakness in my constitution at all where putting down disloyalty or disorder is concerned."

On the same occasion at the Belfast Reform Club, Sir Edward Carson warned his hearers that the "greatest danger" in the British House of Commons is that "a system of finance may be put forward by the Irreconcilables in the South and West," which, in Sir Edward's opinion, Ulster could not accept without detriment to its interest, and he went on to explain:



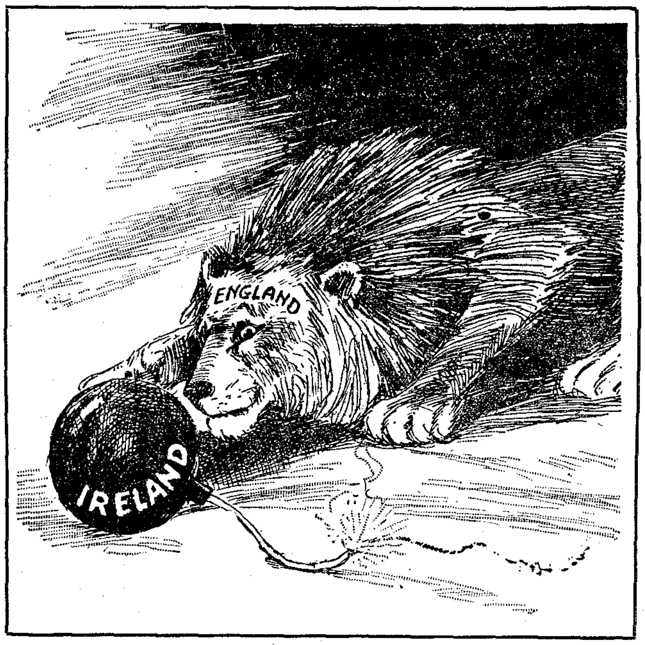
THE VICIOUS CIRCLE—SUGGESTED DESIGN FOR A FRIEZE IN DUBLIN CASTLE. —*The Star* (London).

"I don't believe that it is practical at this stage to set up financial barriers between Great Britain and Ireland. And I think we ought to be outspoken on this subject at the earliest possible moment, because one can easily see, reading between the lines, that attempts are being made to say that if you would only grant what they are pleased to call fiscal autonomy to Ireland the whole of the Republican Sinn-Fein assassins and murderers would be appeased. Sir, it is no good trying to appease them either in that or in any other way, and I think his Majesty's Government ought to be warned—I do not know whether it is necessary to give that warning or not—that we will not willingly be parties to anything that will upset the arrangements that have been made to bring the Government of Ireland Act into being until at least we have been allowed to give it a fair trial to see how it works out."

Commenting on Sir Edward Carson's withdrawal from leadership in Ulster, the London *Times* concedes his tactical ability and the single-mindedness of his purposes, but regrets his failure "to realize that broad vision which in his happier moments he has proved himself to possess." The day may come, and *The Times* believes it will come, "when Southern Ireland will realize the strength and quality of Ulster and Ulster will understand her own dependence upon the rest of Ireland." That surely will be "the day of an Irish peace—but history already records too many acts and words of Sir Edward Carson which have helped most tragically to help postpone it." A bitter opponent of Carson, the Dublin *Freeman's Journal*, charges his withdrawal to the fact that "the arch-partitionist is too modest to aspire to the honor of the first citizen of the dismembered province," and it adds:

"'Tis a wise father that knows the destiny of his own child. Sir Edward Carson never displayed much faith in this progeny of his. Now, he declines paternal responsibility. The truth is that the author of partition never believed in partition. As he frankly confessed, more than once, in the House of Commons, he invented partition in order to smash Home Rule. Nationalists were to be impaled upon the horns of a dilemma from which there was to be no escape.

"Southern Unionists were induced to countenance the fool's game. Those wise men have got impaled themselves. They could not prevent Home Rule; they might have prevented partition. Now they are faced with both."



A POLISH CARTOON ON IRELAND.

"The Lion has found a dangerous plaything."

—*Dziennik Zwiazkowy* (Chicago).

More conciliatory is the tone of the Tuam *Herald*, which avers that when Ulster "starts its government it will find itself beset by difficulties which will be abhorrent to its own idea of business." There will be "six counties banded together, with a discontented minority in their midst," and the result can only be "a constitutional muddle and economic disaster." Therefore this Galway journal suggests:

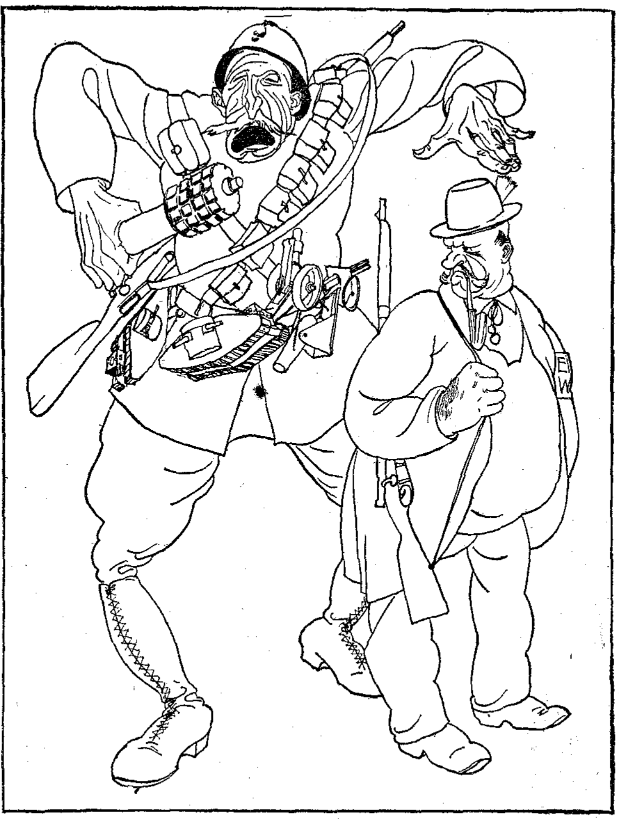
"Now is Ulster's chance and opportunity. Let the sensible business men of Ulster simply tell their Southern fellow countrymen that they are open to a mutual and amicable settlement as brother Irishmen on terms fair, just, and advantageous to both sides. Ulster can now offer something tangible in a bargain to its Southern fellow countrymen, for in the ultimate analysis they are such. It can propose to suspend its Northern Parliament on certain defined conditions and terms. Let those conditions be that a Central Parliament is set up, *giving Ulster in it* a preferential position and all possible guaranties for its rights, privileges, and even prejudices. By that arrangement the disadvantages of a divided Ireland, its perils and economic drawbacks, nowhere worse than in Ulster, can be avoided. By that arrangement Ulster *can secure for the Empire that the future* Parliament of all Ireland, in which they will have a powerful position and great influence, will work on harmonious lines, and that thereby the Empire will be consolidated and preserved from division and possible break up. Ireland will be one constitutionally and economically. Ulster will not be, as it proposes to make itself by its exclusion, cut adrift from the rest of the country—its six counties separated from the remaining twenty-six, but all parts and parcels of a harmonious and fairly homogenous state."

The Belfast *Northern Whig* (Unionist) declares that if Southern Irishmen or any important group of them could be made to see that "their bread and butter are bound up with Great Britain they would soon change their tune." It believes that one of the first results of the setting up of the Ulster Parliament and its successful operation will be to make Southern Ireland ask itself "whether it is not cutting its nose off to spite its face in persisting in its present insane attitude." We read then:

"It is as yet uncertain what action the South of Ireland may take. They may elect for continued rebellion. If so they will elect for ruin, for anarchy. But the mere existence of an Ulster Parliament will be a powerful stimulus and aid to those among them who are working for a return to some form of constitutional action. We hear a good deal about the force of Ulster's 'example,' and we believe in the power of Ulster's example. When we, and others, speak of example we do not use the word in any kind of self-laudatory way. What we mean is that if Ulster organizes her Parliament well and administers it economically in such a way as to prove the benefits which an orderly, loyal, and efficient administration of the Act brings to our people, the inhabitants of the South will wake up to what they are losing by their own attitude of folly. This object-lesson will be before them from the very outset."

FRANCE ACROSS THE RHINE

THE ALLIED EXCURSION into Germany, as peaceful as a Sunday-school picnic, affords a rich opportunity to the ready sob artists of some sections of the German press to exclaim that France has always coveted the right bank of the Rhine, and she is only too happy to get a grip on it under the cloak of her allies. But the united will of all classes and all parties of the Rhineland, says a contributor to *Deutsche Stimmen* is opposed to the propaganda of French culture or conquest. Since the sixteenth century France has been trying to control the Rhine, according to this informant, who laments that Germany "has no one in the world to lend her support in the contest" for the historic river, and he proceeds:



SWISS VIEW OF FRENCH EXCITEMENT.

FRANCE—"All is lost unless we occupy Berlin, Munich, Vienna, Warsaw, Petrograd, Peking—"
GERMANY—"Stop your hullabaloo. I won't hurt you."
—*Nebelspalter* (Zurich).

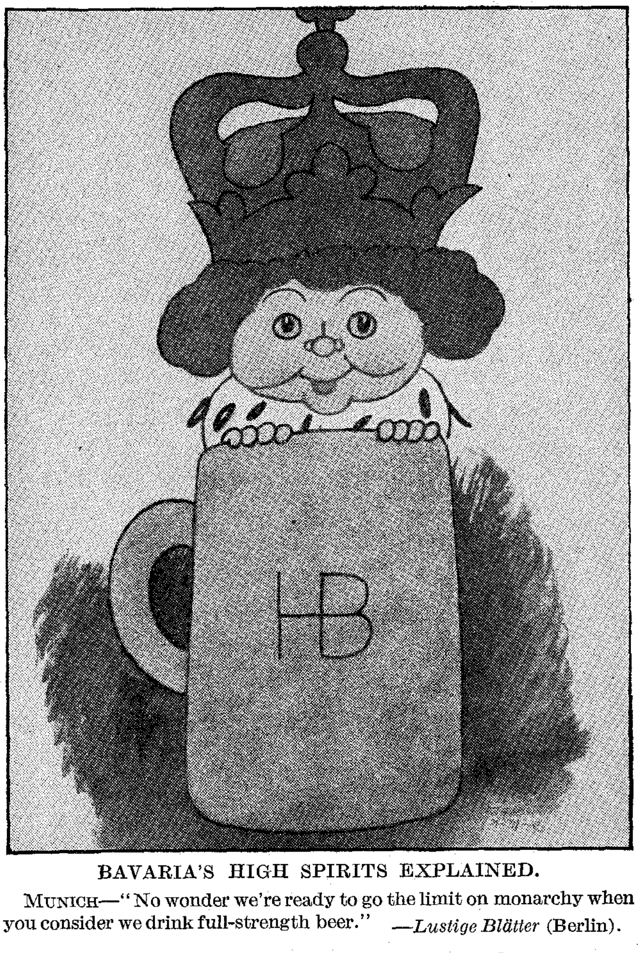
"Even the protection of England, in present circumstances, is more than doubtful. Allied to Belgium, supported by the Balkan Confederation and the Danubian Confederation, France thinks it can dispense with the consent of England as well as of Italy. The League of Nations, which sanctions the shameless larceny of Eupen and Malmedy, which approves the violence exercised upon the Sarre Basin, is the last quarter in which we have any reason to build hopes. Our army is much too weak to undertake military defense, because the Allies are stripping us to our last rifle. It is for this reason that our Minister of Foreign Affairs employs extreme prudence to avoid conflict and appeals to all French circles not to let their heads be turned by the intoxicant of victory. It may be that reason will prevail in France; but if it does not, and if France pursues its Rhineland policy, still there is no reason for us to despair Any one who has kept track of events in the Rhineland since the occupation in December, 1918, knows how national sentiment has fortified itself on the very nourishment of the oppression to which the Rhinelanders have been subjected."

One feature of France's Rhineland campaign, according to German accusation, is that the French are fostering the secession sentiment among the Bavarians. Some particularly violent outcries were heard when France sent a minister to Munich, Bavaria's capital. Now a German defender of France appears in the celebrated Maximilian Harden, who writes that the Germans have no cause to get excited because Minister Dard comes from France to Munich, and he explains to his compatriots that "unilateral representation in diplomatic annals is by no means without precedent." France is accustomed to have a minister in that city, and it is quite easy to understand, Mr. Harden writes in *Die Zukunft*, that she has a particular desire now to be quickly and accurately informed about political and economic developments in Bavaria. We read then:

"The restoration of the Wittelsbachs, the wish to share in the Danubian union which is under way, the relationship to the autonomous tendencies in the Rhine countries, in the Palatinate, and in the Hessian territories, with Wurttemberg and Baden, states which perhaps may soon fuse with Czecho-Slovakia, Italy, and Hungary, all these questions are of high importance for France. Now the answers to these questions can not be discerned as easily on the banks of the Spree as on the banks of the Isar. It is puerile to suppose that Mr. Dard has been sent to Munich to prepare the dismemberment of Germany. France has no wish to see Bavaria become an independent state which shortly would lean over tenderly across the Brener toward the land of the orange-trees."

Then with a slap at a certain type of German obtuseness, Mr. Harden asks whether, if Germany insisted on the recall of France's minister to Munich, it would not be perfectly simple for France to replace Mr. Dard by a civil envoy who would find conspiracy a much simpler task than it would be for an accredited representative. This forthright German editor adds:

"One more point to be remarked is that Bavaria is no young girl who must be protected against the danger of abductors. If she wishes to join with a foreign land, all your hysteric cries will not prevent her. The thing to do is to pursue a wise and determined policy. Respect the right of autonomy which belongs to the south and the west, and you need fear no more about Minister Dard."



BAVARIA'S HIGH SPIRITS EXPLAINED.

MUNICH—"No wonder we're ready to go the limit on monarchy when you consider we drink full-strength beer." —*Lustige Blätter* (Berlin).

Meanwhile, Munich dispatches inform us that Premier von Kahr, addressing the Bavarian legislature, charged the Bavarian King's party, or Royalists, with conspiracy to depose the von Kahr Government, create chaos, and then as a remedy restore the monarchy by plebiscite.

FILIPINO FEARS OF THE JAPANESE

SOLVING CALIFORNIA'S PROBLEM by diverting the stream of Japanese emigration to the Philippines is a very fine idea for the Californians, but what about the feelings of the Filipinos, who have as great a horror of the "Yellow Peril" as the most fastidious of Americans? This question agitates the vernacular press of the islands, we are advised by the Manila *Spotlight*, which says that the mere suggestion that Japanese immigrants should be turned toward the Philippines causes consternation in many Filipino circles. *La Revolucion*, a Cebu daily, points out that if America with all its power and wealth denies entry to the Japanese because it considers them a peril to the American nation—first "an economic peril" and then "a political peril"—"let the reader judge for himself what this immigration will mean for the Philippines in view of our small size and the state of incipiency of our economic forces." This journal adds:

> "All who have eyes and think with the serenity which the problems related to our life as a people merits see all this. Not that we entertain hatred or systematic prejudice against the Japanese people, as those who try to make us believe that Japan does not constitute a peril to our territory naturally would contend.
>
> "The truth is that the facts, always a thousand times more eloquent than words, are what with overwhelming clearness indicate to us the existence of the peril, and they call strongly to the reasoning of men of good will for foresight and every sort of care for the future of our own soil."

If it is true that the United States is to forbid the entrance of the Japanese into the United States and Hawaii, but to allow them free access to the Philippines, remarks *La Nacion* (Manila), this would be a case of America and Japan settling a matter of fundamental moment to the Filipinos without consulting them and unquestionably would be "unjust." This newspaper does not pretend to guess what the Filipino people would do if the Japanese immigration question were submitted to them for a decision, but it is quite sure that they have a right to be heard in the matter, because—

> "The free entry of Japanese into the Philippines will necessarily create interests, relations, ties, and will establish agreements and responsibilities which unquestionably will compromise the Filipinos. Consequently, if the question is decided without the participation of their wishes, in the case that the relations, agreements, responsibilities, and ties which would be established should be onerous to the Filipino people, the decision would have for us the concept of a tyrannical imposition.
>
> "In case that the Japanese immigration question should be decided in the sense of giving unrestricted entry to the Japanese into the Philippines, the result will be that when America does give us independence, we will not be able to enjoy full independence, since we will be shackled by the agreements and ties that would have been established and by the obligations we would contract by virtue of Japanese immigration."

But the Manila *Bulletin* charges that there has been "an unfortunate misinterpretation in certain sections of the vernacular press regarding the effects of immigration legislation at Washington. The bill did not mention the Philippines, and therefore is not applicable to them, and this journal points out—

> "By the same token there is nothing about it that changes the situation in the islands a particle. Immigration of foreigners into the Philippines will be governed by statutes already on the books, and there need be no cause for alarm."

SOUTH AFRICA'S VOTE AGAINST SECESSION

SMUTS, OF SOUTH AFRICA.

The Premier General, once Britain's foe, who held his country fast to the British Empire by an amalgamation of parties despite the assaults of the Nationalist secessionists.

SOUTH-AFRICAN SECESSION from the British Empire is decisively rejected in the verdict of the elections which assure the Premier, General Smuts, an adequate and stable majority in Parliament, say those who believe the defeat of the Nationalists, under the leadership of General Hertzog, means the beginning of their end as a political factor. But among the South-African Nationalist press the leading party organ, *De Burger* (Capetown), declares that General Smuts failed to give the independence ideal a knock-out blow and insists that the Nationalists will proceed with renewed courage in their campaign against Imperialism. This journal denounces General Smuts as a hypocrite, and predicts that he will be unable to hold his party together. A Cape Town correspondent of the London *Morning Post* cites a speech of General Hertzog, at Bloemfontein, in which he argued that the Nationalists had fought against three other parties leagued against them, and he refused to "admit defeat." Also he pointed to the very small majorities gained in many cases by the South-African party's successful candidates. Mr. Teilman Roos, the Transvaal Nationalist leader, is reported as scouting the notion that the independence ideal has been annihilated, and declares that it grows stronger with every reverse suffered by the Nationalists who will persevere in their course. The *Morning Post's* correspondent informs us further that the boasts of the South-African Nationalists about victory before the day of election were echoed in the Southwest African German press, which is now relieved from the restrictions of martial law, and for the interest of readers in other parts of the world, whose ears are deafened with German protest against Allied demands, he tells us that these German newspapers publish poems in which they take as a holy oath the following:

> "We enshrine in our hearts every word of the Versailles Treaty, so that on the day of days when we make ready for the counterstroke, we may be able to cite this peace syllable by syllable and dictate just such another."

In the new South-African Parliament, as the London *Nation* points out, the Amalgamated South-African party has 78 seats, while the Nationalists have only 41 and the Labor party have only 9. It was only in the Orange Colony that the "Hertzogists" developed remarkable strength, according to this London weekly, which recalls that the Orange Republic came into the South-African war "only as an ally," but it "fought longer than the Transvaal and has been much irreconcilable." Save for this big local success for the idea of secession, *The Nation* believes the victory of General Smuts means the "beginning of the end of racial politics in South Africa." The London *Pall Mall and Globe* predicts that the South-African secessionists "in the course of another generation will probably have disappeared," and *The Morning Post* declares flatly that South Africa "can no more leave the British Empire of its own volition than California could leave the United States." A consistent opponent of the League of Nations, *The Morning Post*, goes on to say:

> "It is unfortunate also that the Nationalists have been able to claim the League of Nations as a tribunal before which they could lay their claim to 'self-determination.' It is wonderful how the League, in every question that comes up, always presents a new facet sparkling with peril to the British Empire.

And it is marvelous, too, how that catchword, 'self-determination,' invariably works against us. The suspicious mind might even come to think that both had been invented for the special purpose of destroying the British Empire. However that may be, the plot seems to have miscarried for the moment in South Africa, thanks largely to the true British hearts that beat there for the Imperial cause. Not that the danger is over, for Empire there as elsewhere is the prize of endless watchfulness and endeavor."

The London *Daily Telegraph* charges General Hertzog with having "openly carried the banner of secession" in the pre-election campaign, and tho it is true he "deprecated the use of force in order to compass that end, and affected to believe that force would not be necessary," still he knew that had victory fallen to his side the election must necessarily have been followed by violence, because "the British in South Africa would not be content to be driven out of the Empire without a struggle, or to be ground under the heel of a revival of Krugerism in its most reactionary form." A striking admission appears in the London *Daily Chronicle*, commonly known as Lloyd George's newspaper, to the effect that "anti-British Hertzogism has made no fateful progress; but it holds its own," and it adds:

"The election has been won largely by the effacement of the Labor party, whose strength has fallen from 21 seats to 9. We do not interpret this as due to any waning of the Labor movement, but rather to the realization by British workingmen in South Africa that the menace of Secessionism was the real issue of the election, and that General Smuts must be supported at all costs. The Dutch in the Cape Province seem also to have come out strongly on the Government's side. On the other hand, among the backveld Dutch in the Orange Free State and the Transvaal the keen electoral battle has left the parties pretty much where it found them."

The London *Daily News* looks forward with no overconfidence, and remarks that South Africa's "place within the Empire will be made by no one for her," but she will "define it for herself, and no one of British citizenship is better qualified to guide her in that process than General Smuts." It proceeds:

"Whether domestic affairs will permit the South-African Premier to attend the coming Imperial Conference must be doubted. His absence would gravely weaken it, the more so since his decided anxiety lest the perpetuation of the Supreme Council of the Allies should detract from the prestige of the League of Nations is a guaranty that he would view the question of Empire union in the light not merely of the relation of its members to one another, but in the light of the relation of the whole commonwealth to the larger world."

The question of the machinery which "unites South Africa to Downing Street" is an academic one compared with her domestic problems, according to the Manchester *Guardian*, which advises us further:

"The whole relationship of the Dominions to the mother country is in the melting-pot, but the course of any changes that occur need not and should not disturb the internal progress of any of them. General Hertzog, who is an able if somewhat chagrined politician, is paying the price of overstressing this issue and of having the tables turned on him by an abler man. We hope he will yet play his part in a South Africa that has secured for herself any variant on her present status that her people as a whole may wish."

In Ireland, the Nationalist Dublin *Freeman's Journal* points out that the defeat of General Hertzog is "by no means overwhelming," and it declares that he has "swept the Orange Free State, which has never ceased to deplore the loss of its independence," while the Dutch farmers have given him substantial support. This daily expresses sympathy for General Smuts because—

"One of his embarrassments has been the exhibition that British Imperialism was making of itself in Ireland while the election was in progress. Union with the Cork and Balbriggan incendiaries was not an inspiring ideal. The Boers want no Irish blood upon their hands or on the imperialistic heads of their children. The Duke of Connaught has been apologizing to Indians in the name of the King for Amritsar, which the House of Lords approved. Smuts has had to explain that he was not a Balbriggand. Clearly the British Empire will have to get rid of the domination of its Diehards if it is to survive. Smuts has already given it that warning. He is a safer guide than the egregious Hughes [Australia's Premier]."

Naturally the South-African elections appear in a very different light to the Unionist Belfast *Northern Whig*, which considers that a great peril has been averted, and continues:

"But we may note this has come about not because the Boer South-Africans as a whole have been transformed into Imperialists by the grant of practical independence. South Africa is held for the Empire by the fact that it contains a large English-speaking population, who in conjunction with a minority—large, but still a minority—of the Dutch population, are sufficient to control the situation. When South Africa is held up—as it used to be—as an example of how the grant of dominion status reconciles a formerly hostile population, and is used as an argument for a similar cession to Ireland, it must be obvious that it is really a warning rather than an encouragement. In Ireland we have no pro-British population equal in numbers to the other element. And if South Africa, in spite of its large English element, was only saved during the war by the narrowest of margins, what would happen in Ireland if its great anti-English majority had the power of secession?"

In Canada the London (Ontario) *Free Press* thinks the victory in South Africa "may have some influence upon the Irish situation," for "if the Boers of South Africa, who waged a bitter war with Great Britain two decades ago, are to-day prepared to remain a part of the Empire, why should Ireland ask independence?" But the Winnipeg *Manitoba Free Press* declares that South Africa is "staying in the Empire, but she is staying in upon very clear conditions, as to which there is a specific engagement between the Government which has been returned to power and the electors of the union." The Kingston *Standard* pronounces the election "the best answer to those defamers of, and would-be war-makers against, the British Empire in the United States." For this answer, the Empire "owes most to its former enemy, but now truest, wisest, friend, General Smuts."

In Australia the Brisbane *Daily Mail* explains that as any good "dominions statesman" General Smuts relies upon the constitution to give the fullest measure of national freedom within the Empire, and it adds:

"He is not an Imperial Federationist. He is not even an Imperialist in a sense that the word may be construed to imply a derogation of national power or right. He looks to the recurrent Imperial Conferences as they at present exist to give all the opportunity that is needed to secure a full interchange of views between the Imperial authorities and the sister dominions. General Smuts reminds us of the altered status of the dominions that was involved when we became signatories to the Peace Treaty and covenanters to the League of Nations. Assuming that the League of Nations ultimately establishes itself on the wide basis that was the concept of its creators, then the nations of the British Commonwealth will be fellow members of the League, and differences arising between them will be recognizable by the League; the constitutional control of the British Government, so far as it exists, will pass to the League. The British and Dominions Governments will, in effect, stand toward each other in no other relation than that of independent sovereign states, unless something to the contrary is expressly stated. Do we realize the possibility of such a new alinement? Clearly General Smuts does, and he preaches it."

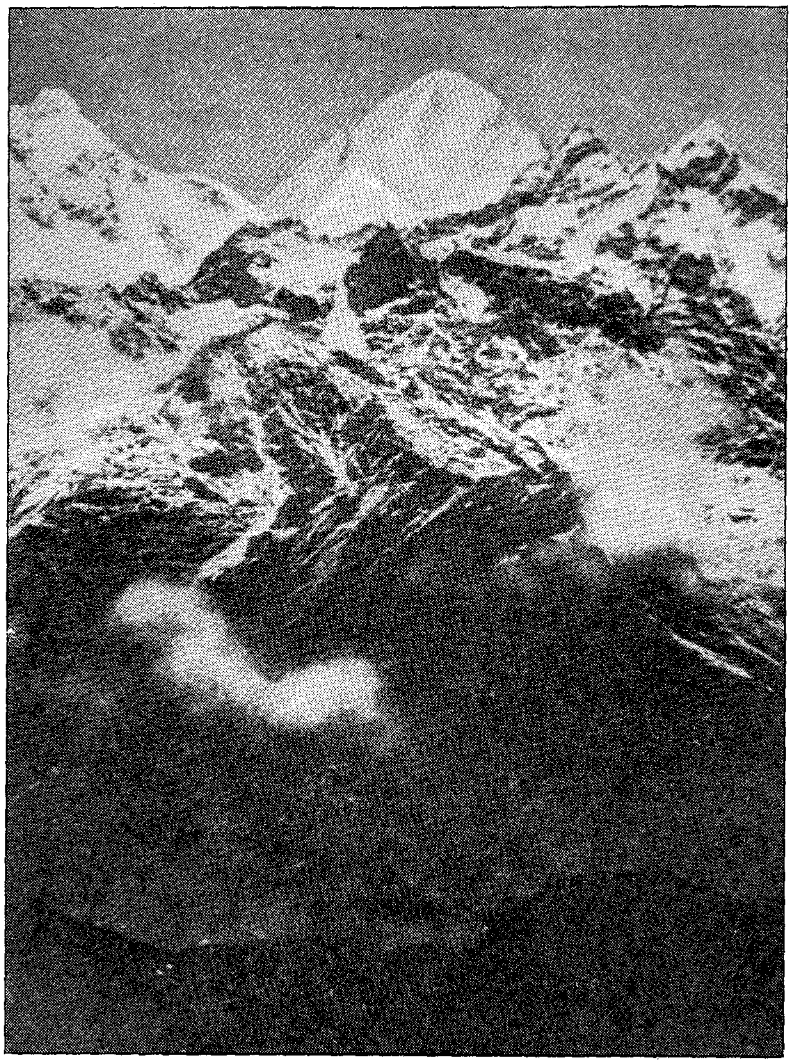
The Adelaide *Advertiser* notes the significance of General Smuts's argument to the Dutch that not the least serious of the consequences of secession would have been its demoralizing effect on the natives, "whose devotion to the British connection is historical," and it remarks:

"The 1,500,000 white inhabitants of the Union are outnumbered four or five times over by the colored races. And the effect of disunion between the whites would not be limited to South Africa; it would extend to the whole of the Dark Continent, and might, indeed, compromise the Empire in India, where the maintenance of British prestige was never more vital than now."

SCIENCE - AND - INVENTION

THE ATTACK ON THE WORLD'S HIGHEST

THE PROPOSAL to send out a British expedition to the Himalayas to make the ascent of Mount Everest, the virgin peak as yet untrodden by human feet, is a timely reminder, says a writer in *The Sphere* (London), that there is yet scope for high adventures in the quest of the unknown. The expedition, whatever its result, will awaken public interest in a sphere of geographical exploration which deserves full attention. We read further:



Photograph by International.

MOUNT EVEREST, "THE DOME OF THE WORLD."

Its peak, seldom photographed, is 29,141 feet above sea-level.

"Mount Everest has two sponsors—the man who christened it, without having so much as set foot on its lowest slopes, and the man whose name it bears. It still awaits a conqueror. When the military engineers of old 'John Company' were making their first geodetic measurements of India's vast regions the very existence of this king among mountains was unknown, to Europeans, at any rate. The virgin peak was named after Sir George Everest in 1856, and for sixty-odd years it has remained a name—a mystery mountain, veiled in snow and sublime solitude.

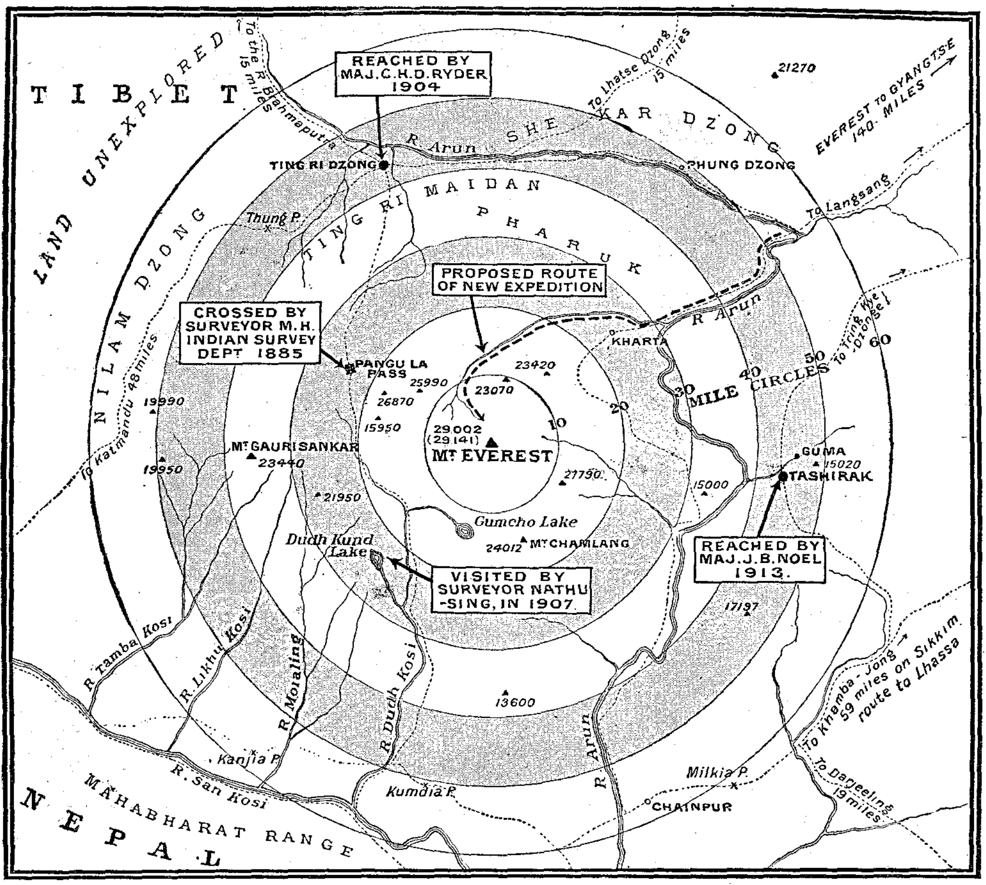
"The story of Mount Everest really begins with the great trigonometrical survey of India carried on by Sir George Everest and Sir Andrew Scott Waugh. It was Waugh—then a young officer of the Bengal Engineers—who first discovered the loftiest of the Himalayan peaks and named it in honor of his chief. For years Waugh worked on his stupendous task, and altho the outbreak of the Mutiny hindered its progress for a while, he completed the first great survey of the Himalayas and fixt, as accurately as was then possible, the positions and the heights of seventy-nine mountains in that mighty range. The perilous nature of the operations may be realized from the fact that no fewer than forty European officers and assistants on Waugh's staff of 150 died from sickness or mishap and were buried in the swampy forests.

"Until the height of Mount Everest was ascertained—recent measurements have raised the first official figure of 29,002 feet to 29,141 feet—geographers believed the Andes to be the loftiest mountain-range on earth, and Chimborazo the world's highest peak—a circumstance which probably accounts for the indifference of Whymper and other famous climbers of an earlier day to the Himalayas. When Graham climbed nearly to the summit of Kabru (24,015 feet), southwest of Kangchenjunga, in 1883, he formed the opinion that in the farther Himalayas were peaks surpassing even Everest in height. In 1892 Sir Martin Conway climbed a nameless mountain, which he christened Pioneer Peak (22,600 feet), in the Karakoram Mountains. Three years later the late Mr. A. F. Mummery and his party met with disaster while climbing Nanga Parbat (26,269 feet), the adventurers being overwhelmed, it is supposed, by an avalanche. In 1899 Dr. Hunter Workman and his wife began that series of remarkable exploits in the Himalayan snows which have won them wide fame as explorers in high altitudes. Mrs. Fanny Bullock Workman established a world's record for women-climbers by her ascent of 23,300 feet on one of the Nun Kun peaks, while Dr. Workman himself reached a height of 23,392 feet.

"A still greater record was set up in 1907 by Dr. T. G. Longstaff, who ascended Mount Trisal (23,406 feet), in the Garhwal Himalayas, after an earlier attempt on Gurla Mandhata, where he twice reached a height of 22,000 feet, but was beaten by the treacherous snow and the peril of avalanches. All records in mountain-climbing were beaten, however, by the memorable exploit of the Duke of the Abruzzi, who made a bold and well-equipped effort to scale Mount Godwin-Austen (28,278 feet)—a peak second only to Everest in height and grandeur and inaccessibility. The royal explorer failed to reach the summit. Bad weather proved too much for him. But he achieved the wonderful height of 24,600 feet—so far the world's highest climb.

"All these attacks on the Himalayas have been preliminary to the ultimate conquest of Mount Everest. Successive explorers have cast longing eyes on the virgin peak, but none has ever penetrated within fifty miles of it. Col. C. H. Dudley Ryder—Sir Andrew Waugh's successor of to-day in the post of Surveyor-General of India—is the only European who has looked on Everest at a distance of no more than sixty miles. The Duke of the Abruzzi tried hard, it is said, to induce the Indian Government to permit him to attempt the ascent of Everest, but without avail.

"Political, even more than physical, difficulties barred the project. Now that the political obstacles have been overcome, there remain immense physical difficulties, both of approach and ascent. It is clear from the statement of Sir Francis Younghusband, president of the Royal Geographical Society, that Mount Everest is to be approached from the Tibet side, a route which offers, it is believed, greater possibilities of success than any other. General Bruce, who has thirty years' experience of the Himalayas, regards the northern ridge as by far the most promising part yet seen, but all the approaches will first be explored by a reconnaissance party, which will probably set out in three months' time. Next year the main climbing expedition will be sent out, organized, and officered by the Alpine Club, and equipped with all that science can provide for the successful conquest of the topmost pinnacle of the earth."


TIBET
LAND UNEXPLORED
To the R Brahmaputra 15 miles
REACHED BY MAJ.C.H.D.RYDER 1904
R Arun
SHE KAR DZONG
TING RI DZONG
To Lhatse Dzong 15 miles
21270
EVEREST TO GYANGTSE 140 MILES
PHUNG DZONG
TING RI MAIDAN
PHARUK
To Langsang
Thung P.
NILAM DZONG
To Katmandu 48 miles
PROPOSED ROUTE OF NEW EXPEDITION
CROSSED BY SURVEYOR M.H. INDIAN SURVEY DEPT 1885
PANGU LA PASS
25990
23420
23070
26870
15950
19990
KHARTA
R Arun
29002 (29141)
MT EVEREST
10
20
30 MILE CIRCLES
40
50
60
To Tring Dzongel
MT GAURISANKAR 23440
19950
21950
21790
15000
GUMA
15020
TASHIRAK
Gumcho Lake
24012 MT CHAMLANG
Dudh Kund Lake
VISITED BY SURVEYOR NATHU-SING, IN 1907
REACHED BY MAJ.J.B.NOEL 1913.
17197
R Tamba Kosi
R. Likhu Kosi
R Moialing
R. Dudh Kosi
13600
R Arun
To Khamba-Jong 59 miles on Sikkim route to Lhassa
Kanjia P.
R. San Kosi
Kumdia P.
Milkia P.
CHAINPUR
To Darjeeling 19 miles
MAHABHARAT RANGE
NEPAL

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THE APPROACHES TO MOUNT EVEREST.

TO LET THE UNIONS BOSS THE JOBS

THAT CAPITALISTS who wish work done by contract should deal directly with the workers, and that labor-unions should add labor superintendence to their other functions, is the somewhat radical suggestion of a Detroit architect, F. W. Fitzpatrick, writing in *The Free Press* of his home city. Mr. Fitzpatrick is interested in the problem only as it affects the building trades. Economists tell us, he says, that last year the workers lost several hundred millions of dollars in wages, and the moneyed interests lost many hundred of millions more by strikes, lockouts, and such. And this year carpenters and bricklayers walk the streets, asking for labor with pick and shovel, while men with money are anxious and willing to build houses and schools, but don't dare because they feel conditions are too uncertain. Mr. Fitzpatrick goes on:

"Now, I have no panacea to offer that will eradicate all the wrinkles of this situation and 'replace the gloom with resplendent light,' and the suggestion I'm going to make may not be worth a whoop and certainly it is not a full-blown affair. It's but the nub of an idea, and there'd be numerous details to work out to put it in smooth operation—if it is worth anything.

"The notion is that labor enter the contract field itself. And I'm thinking only of one class of labor now, the building trades.

"The men feel they've been exploited by contractors; they're not getting their just dues nor a fair proportion of the profits of the game; they have a lot of grievances. The builders think they're paying too high wages, the men are soldiering on them, and unions are too dictatorial and make it so that the 'bosses' have no control over the operations.

"Well, what's to keep the unions themselves out of the contracting game? Instead of fighting the employers, go in and compete with them in a business way, on a business basis.

"For instance, a public building is projected. First let the different trade-unions cooperate or join in their federated form and establish themselves as financially responsible, a body that can enter into a valid, legal contract, sue and be sued. Then let that joint body submit a bid for the labor on that building (the materials and the subcontract shop-work to be supplied by the owning public body, the State or city, or through a contractor, or for that matter bought by the unions on a 'cost-plus' basis). Contractors employ experts who know just about what the labor will cost on any one project, so why should not the unions employ experts of like accomplishment? The bid is for all the labor in every trade that will be required. The specifications must be standard and approved by the labor body, the nature and quality of the work to be amply covered and indicated by text and plans and not left to the will or whim of architect or superintendent, the work to be directed by foremen of the different trades, appointed by the unions and working under the architect or engineer or superintendent regularly appointed by the State or the owner of the building.

"Then the men would be working for themselves; they would have a real interest in the matter. Instead of keying down to the lowest denominator, as they are accused of doing now, the tendency would be for the men themselves to eradicate the slow and poky ones; the work would be done with a zip and a snap that would be of the greatest benefit to the job, the owner, and the workers."

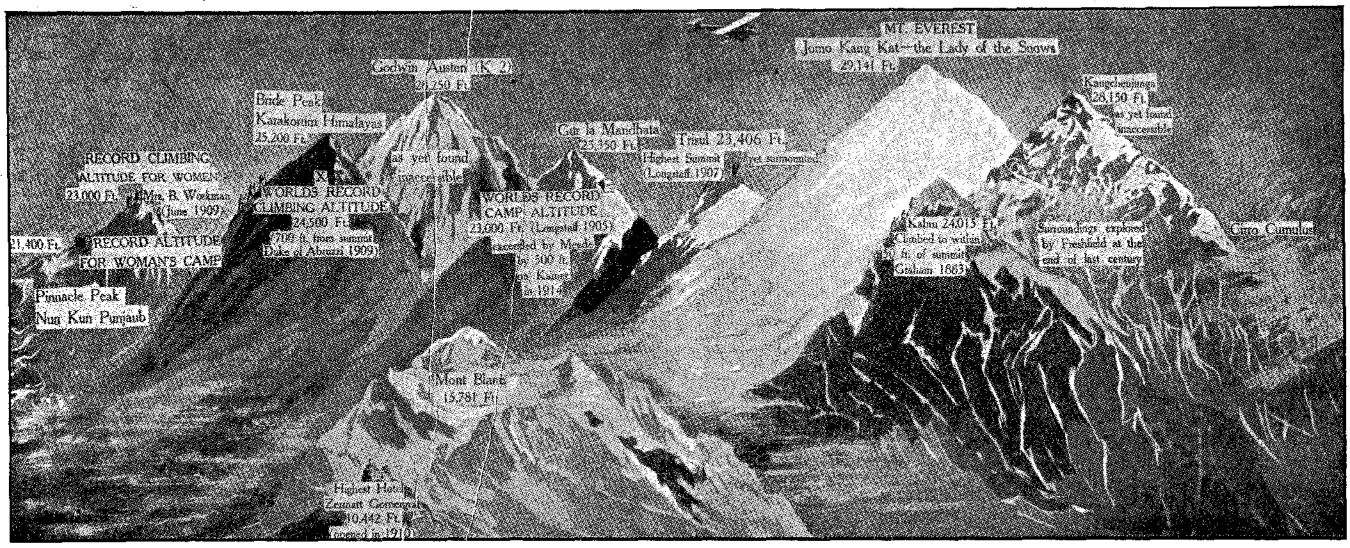
The unions, Mr. Fitzpatrick further proposes, would pay the individual workers a minimum weekly wage, then upon completion of the work, or at regular intervals, the profits would be divided among the men on some previously worked out basis, with a certain proportion turned into the union as a working capital. When this became a surplus it should be divided by the union among its members. But a certain amount must always be available as a fund for hard times or subject to suit or to cover losses. He continues:

"For there may be losses. Estimators do make mistakes, and in the building game contractors are sometimes called upon to complete work at a loss.

If the men go into that game they must expect like misfortunes, and their 'capital' will be there to cover it and the minimum wage to themselves.

"A thousand 'buts' present themselves to any such scheme. How can the men be kept at work on a job where a loss becomes certain. Who is going to say which man goes to which job? Who gets the snaps indoors and who works in the cold? All that sort of thing calls for a fine adjustment and a high caliber of discipline within the organized bodies. But contractors get the work done somehow; those same questions are solved or muddled through by them, and surely the unions can furnish the requisite brains to do as well. And some contractors grow rich, so why should not the contracting unions? And capital, a great amount of capital, is not all essential. Reliability, skill, and friends count for more than just money; and have not the unions reliability, skill, and friends?

"Of course, this is just a plain business suggestion, assuming that the unions are willing to do business according to the rules and precedents our courts assume have been established and are ordinarily operative. I'm not thinking of Soviets nor the 'new order,' but of a certain tentative way of doing building as we've been accustomed to, with the workers as contractors."


MT. EVEREST
Jomo Kang Kat—the Lady of the Snows
29,141 Ft.
Godwin Austen (K 2)
28,250 Ft.
as yet found inaccessible
Bride Peak
Karakorum Himalayas
25,200 Ft.
RECORD CLIMBING ALTITUDE FOR WOMEN
23,000 Ft. Mrs. B. Workman (June 1909)
21,400 Ft.
RECORD ALTITUDE FOR WOMAN'S CAMP
Pinnacle Peak
Nun Kun Punjaub
WORLDS RECORD CLIMBING ALTITUDE
24,500 Ft.
700 ft. from summit
Duke of Abruzzi 1909
Gur la Mandhata
25,350 Ft.
WORLDS RECORD CAMP ALTITUDE
23,000 Ft. (Longstaff 1905)
exceeded by Meade by 500 ft. on Kamet in 1914
Trisul 23,406 Ft.
Highest Summit yet summounted
(Longstaff 1907)
Kangchenjunga
28,150 Ft.
as yet found inaccessible
Kabru 24,015 Ft.
Climbed to within 50 ft. of summit
Graham 1883
Surroundings explored by Freshfield at the end of last century
Cirro Cumulus
Mont Blanc
15,781 Ft.
Highest Hotel
Zermatt Gornergrat
10,442 Ft.
opened in 1910

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WHAT MAN HAS DONE, AND WHAT MAN HAS STILL TO DO.

Mount Everest and other formidable Himalayan peaks, showing how their conquest will compare with existing mountain-climbing records.

ALL SNAKES DECLARED VENOMOUS

HARMLESS SNAKES are like the far-famed snakes of Iceland—there are none. At least, this is the conclusion of Dr. and Madame Phisalix, perhaps the greatest modern authorities on snake venom. In an article summing up their extensive researches and appearing in *Larousse Mensuel Illustré* (Paris) their conclusions are summed up. The most remarkable is doubtless the discovery just noted—namely, that all serpents are venomous, and not only those supplied with poison-fangs. They find that both the blood and the saliva of all ophidians are more or less venomous, so that when their dentition is complete the saliva at once penetrates the minute wounds made by the teeth; hence so-called harmless species are really as dangerous as the fanged serpents. We read in a translation made for *The Scientific American Monthly* (New York):

"This venomous action has been thoroughly demonstrated by means of experiments made upon guinea-pigs, birds, small rodents, and even upon lizards, with the secretion from the parotid glands of certain Colubers (snakes classed as being non-venomous and including the common grass-snake).

"But recent experiments have clearly proved the toxic action of the blood of Colubers, which is analogous to that of the serpents ordinarily known as venomous. A cubic centimeter of the serum of the smooth-skinned Coluber is capable of killing a frog in one hour and ten minutes, a sparrow in about the same time or five minutes more, and the guinea-pig in an hour and a half. The symptoms exhibited are stupor, paralysis of the respiratory apparatus, and muscular paralysis.

"These researches show that our present classification of serpents is inexact. Madame Phisalix declares definitely: 'The study of the venomous function is too general to be comprised within definite limits.'

"Furthermore, it has been discovered that all the lower vertebrates are more or less venomous. Most fishes contain poison in small quantities. The researches made by W. Kopaczewski, in particular, have shown the toxic nature of the serum of the murenoid eel.

"Venom is found even more generally among batrachians. Madame Phisalix has also studied these extensively, and she distinguishes two sorts of glands among them, whose secretions are of different nature, viz., mucous venom and granular venom.

"Mucous venom is that which is secreted by the mucous glands which are distributed over the entire body, being principally found upon the abdomen. It is colorless and venomous and acts upon the nerve centers. The water obtained merely by washing an ordinary edible green frog was sufficiently poisonous to kill two adult rabbits.

"Granular venom is that furnished by the granular glands which are situated solely upon the back and upon which depend the parotid glands situated behind the head. They are much larger than the mucous glands. The granular venom found on the back of the terrestrial salamander is a very active poison for cats and dogs. The principal symptoms produced by it are hallucination, terror, salivation, vomiting, and convulsions. The venom of the common toad has a paralytic effect."

It will be noted, of course, that these venoms, like that of snakes, act only when introduced into the circulation, and not by being swallowed. The poison secreted by batrachians varies greatly in odor. Some smell like garlic; that of the calamite toad smells like powder. On the other hand, both the common toad and the land-dwelling salamander produce a poison with fragrance of vanilla. The venom of the crested triton has the odor of horseradish, while that of the Japanese salamander resembles that of salol. We read further:

"The venom of batrachians passes from their poison-glands into their blood and is found even in their eggs. It disappears in the tadpoles and does not again appear until the glands are complete in the adult. There is enough venom in their blood to cause death to various animals when the serum is injected into their veins. But this venom is not present in the muscles, and this is why frogs' legs are not only appetizing, but nutritious.

"All venomous animals are immune to their own venom. The reason for this is that their blood contains two antagonistic substances, mucous venom and granular venom, which neutralize each other. The venom of batrachians is poisonous to man only when injected in his veins, which can only be done in the laboratory. In nature these creatures are not only inoffensive and interesting, but also very useful through their destruction of insects."

MORE QUEER PHONOGRAPHS—Referring to the article on "finger-nail" and other odd phonographs in a recent issue of THE DIGEST, Henry E. Elrod, an engineer, of Dallas, Tex., writes us that an ordinary needle, inserted through the crown of a derby hat and placed on the revolving record of a phonograph, will reproduce with audibility sufficient to fill a large drawing-room. He goes on:

"In this connection an experiment, which might be well worth trying out, is that of hearing through the teeth. If a hardwood stick, about three inches long, with one end sharpened, is held between the teeth and the pointed end held against the record, if the ears are stopt tightly with the fingers, the record will be produced with amazing results. Altho the writer has not seen this experiment tried by a deaf person, he is of the opinion that many people afflicted with deafness, who can not hear an ordinary sound, could enjoy the phonograph in this manner. The writer would like, very much, to hear of this experiment being tried by the deaf, for if it should be a success, it would open up an avenue of pleasure for a great many who can not now enjoy the phonograph."

COURT BLUNDERS IN PATENT CASES

THE AUTHORITY WHO GRANTS A PATENT must know both the law and the mechanical principle of the thing on which he passes. The judge who sits in a patent case need know only the law; he may be as ignorant of mechanics, physics, and chemistry as a day-laborer. This is working great injustice to inventors, says C. A. P. Turner, of Minneapolis, writing in *Cement and Engineering News*. Mr. Turner asserts, in a letter to The Digest, that a modern trial for infringement has all the characteristics of a Salem trial for witchcraft in Colonial days, the guilt or innocence of the party being determined by the unscientific belief of those who adjudge the case. In the field of elasticity and strength of materials alone, in which Mr. Turner is an expert, he says that fifteen to nineteen times out of twenty our courts of appeal are in error, and that nearly all of these instances constitute reversals of the deliberate opinion of the technically trained examiners of the United States Patent Office. Is it any wonder, he asks, that there is so much dissatisfaction with our patent system? He refers particularly to a recent decision in which he says the court found that reënforcement in a concrete slab had the same effect, wherever it might be placed. We read:

"Looking at the matter from the standpoint of public interest, such a decision contains the same potential menace to public safety that a derelict mine presents when adrift in a steamship lane. The decision holds, in fact, that putting the steel in the top of the floor is the plain mechanical equivalent of putting it in the bottom. The distribution of this decision broadcast might readily cause a not overbright foreman to conclude that the court actually knew something about the matter, and to reverse the position of the steel in the engineer's design from the bottom to the top, where it should not be, thereby menacing the safety of workmen or perhaps killing a dozen or more of them.

"The public indeed needs the protection of a competent patent Court of Appeals. The only objection which has been urged against such court by United States Congressmen and Senators is that it would be expensive. The Government, however, is supposed to look after the interest of the whole people in a businesslike manner. Not by that kind of efficiency which is sometimes termed saving at the spigot and losing at the bung. The saving of a few dollars in the salaries of a competent court at the expense of the public where an erroneous decision of a single court where the judges receive a salary of $7,500 a year or thereabouts may cost the public at large a quarter or a half-million, is just that particular kind of economy which appeals too often to Congressmen and Senators. It may be stated without fear of contradiction that the public is fleeced ten times the amount in dollars and cents every year by erroneous decisions on scientific questions in patent cases that is taken from them by the entire fraternity of bank-robbers, burglars, and hold-up artists through the country at large.

"The potential danger of decisions like that above noted points clearly to the fundamental defect of the present system. The determination in law of scientific questions is based upon belief in the mere hunch or impression of the court as to the credibility of the witness. No attempt is supposed to be made analytically to apply fundamental mechanical laws and truths which have been developed from a scientific beginning at the time of Archimedes by the greatest mathematicians and philosophers which the world has produced since. Advantage is taken of the analytical application of these principles by every business and scientific man. Only in law are such questions settled by the dark-age method of belief rather than reason.

"The courts to-day have in methods advanced little over the tribunal which held it a legal fact, against Galileo, that the sun revolves around the earth every twenty-four hours because they could accept the evidence of their eyes to the truth of this phenomenon.

"Mechanical truth is, in fact, commonly hidden, and because it does not appear on the surface our courts commonly rob the man who from the scientific standpoint is ahead of his time. They reward the failure, penalize the success, and bring such discredit upon the United States patent by so doing that to-day no matter how thoroughly a grant has been contested in the Patent Office, it is looked upon as such a speculative title that it does not constitute a safe investment for the conservative man of means."

A REVOLUTIONARY RUDDER

A RUDDER THAT WILL NOT ONLY ENABLE the vessel to which it is attached to stop within its own length or to turn suddenly at right angles, but even to go astern without reversing the engines, has been brought to this country by a Scotch inventor, Alexander McNab, who has a factory at Bridgeport, Conn. This new departure in rudders—mechanisms which almost alone among marine devices have practically not changed since the days of the ancients—is described by Arnold Prince in *The Tribune* (New York). Mr. Prince tells us that in a demonstration given near the Columbia Yacht Club in the Hudson River the spectators were treated to the unique spectacle of a motor-driven vessel coming to a full stop without shutting down or reversing its power, and then actually going astern without altering the rotation of its propeller. He writes:

"Driven ahead, the craft backed off, and then, as if to add further fantasies to the marvel, began to revolve on its own axis, or, as one frivolously minded observer put it, 'do the shimmy.' Up and down the river the strangely acting vessel went, racing ahead, stopping, turning, and backing, acting for all the world as if possest by a demon bent on making display of its mischievousness.

"As to what such an invention as claimed by McNab would mean to the water-borne commerce of the world will appear on a moment's reflection. Collisions such as sent the *Titanic* to the bottom could easily be averted, and accidents and loss of life caused by one ship striking another materially reduced.

"The big ocean steamships, which can now maneuver in narrow waters only when assisted by tugs, could make port with little outside assistance and reach their piers almost, if not entirely, under their own steam.

"Battle-ships carrying the rudder could turn sharply and dash off at right angles when occasion demanded, and the entire science of fighting at sea would be revolutionized.

"In England, McNab asserts, the success of the device has been demonstrated, and many vessels up to 8,000 tons register already are equipped with it.

"The rudder of which McNab has the American rights is not his own patent—altho he is an inventor—but that of J. G. A. Kitchen, of Liverpool, England. It is known as the 'Kitchen Maneuvering and Reversing Rudder' and has been in existence for some time, altho, McNab says, the fact was kept secret during the war because of the assistance it might have given to the enemy.

"The Kitchen rudder consists of two curved deflectors which when closed resemble a huge cup, the mouth of which faces the stern of the ship. For purposes of popular understanding, it might be described this way:

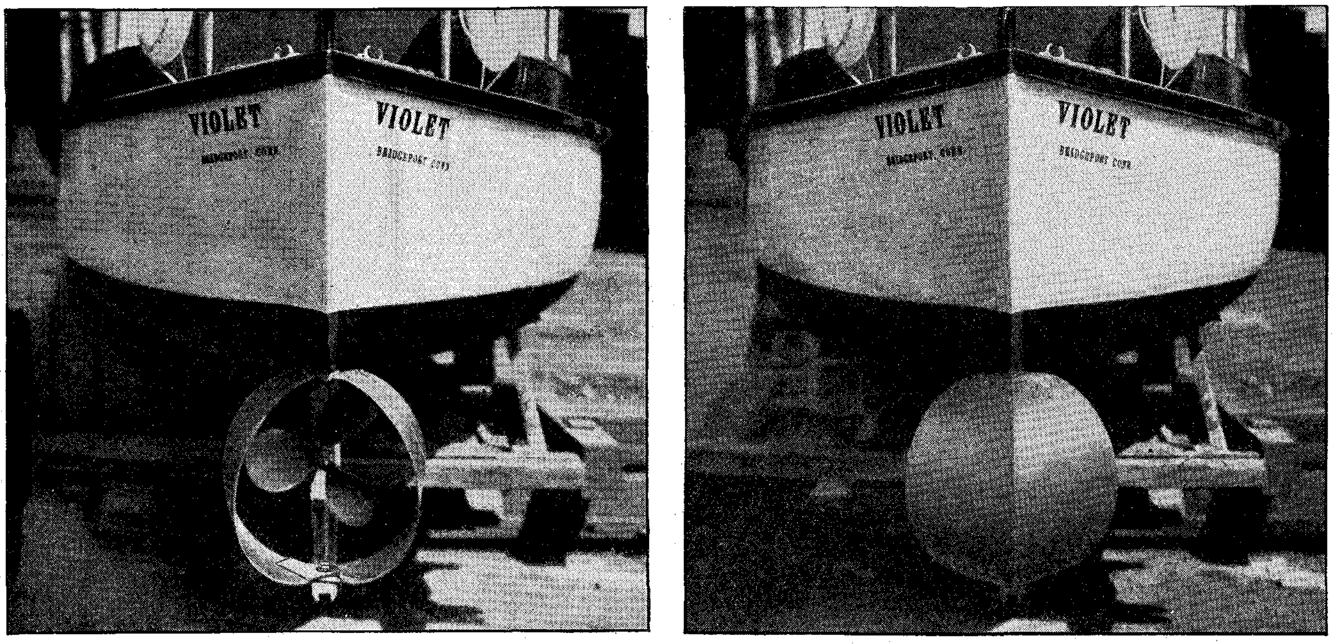
"Suppose you were to take an orange and, after cutting it in two, scrape out the pulp from one of the halves. You would then have a hollow object resembling a hemisphere. Divide the hemisphere exactly in two by passing the knife vertically through the center and you have the two curved deflectors of the Kitchen rudder.

"Join the halves of the hemisphere by running a darning-needle through the tips, so that the halves pivot at top and bottom on a common center, and you have a fairly good model of the completed device.

"In operation the rudder is fixt just aft of the propeller, where it not only acts as a drag in case of need, but is in the path of the wash cast up by the revolving blades. The rudder halves are left wide open when the vessel is going full speed ahead and closed when it is being brought to a stop, or reversed.

"The principle upon which the rudder works is that when it is closed it not only retards the forward movement of the ship because of its scoop formation, but by receiving the backward flow of waters thrown off by the propeller actually forces the vessel to reverse its direction. In other words, the rudder receives the full force of the power normally employed to drive the ship ahead. The vessel is turned to left or right by changing the angle at which the flow from the propeller is driven through the rudder.

"As it will be seen from this that the strain upon the rudder would be terrific, especially if it were employed in an effort to stop and reverse such a huge carrier, say, as the *Mauretania*, one of the first questions occurring to an investigator is, Wouldn't the rudder tear away? Suddenly stopping such a vast traveling



FULL SPEED AHEAD—RUDDERS PARALLEL. FULL SPEED ASTERN—RUDDERS CLOSED.

A RUDDER THAT MAY REVOLUTIONIZE NAVIGATION.

mountain as a modern ocean-liner or a first-class battle-ship is no child's play and means encountering a frightful amount of resistance, but McNab had no doubts on this score when I interviewed him."

In England, McNab said, the success of the rudder had been proved beyond question, but tests in the United States had been conducted mostly with a boat of his own—a motor-cruiser, thirty-six feet in length, called the *Violet*. The official trial at Bridgeport was held on September 27 last and was witnessed by Commander G. A. Bisset, U. S. N. The writer continues:

"On that occasion the *Violet* was sent ahead at full speed, which was about ten miles an hour. Then, at the order, the rudder was closed, and the craft brought to a dead stop in its own length. The time for this maneuver was 10½ seconds.

"One of the claims made for the rudder is that through its use a vessel is not only able to stop in about its own length, but to revolve on its own axis (that is, without making a forward sweep as in the case of craft not thus equipped), and the next feat attempted at the Bridgeport exhibition was this one.

"The official record showed that the vessel made a complete rotation on its own axis in 1 minute and 5 seconds.

"Demonstrations also were made in support of the claim that when closed the rudder will cause a vessel to go astern, altho the engines are driving it full speed ahead.

"The *Violet* was sent full speed ahead and the rudder was closed. The craft stopt in its own length, and then, without a change in the motors, began to go astern, altho by no means at the speed attained when going ahead. The maximum speed sternward, the record shows, was 2¼ miles an hour, which, while not impressive, was 'believed sufficient for the handy operation of the boat.'

"'I am convinced from the test that the rudder will do what is claimed on small vessels up to fifty feet in length at least,' one who witnessed the trials in an official capacity said. 'As to its value for large ships, of the size, say, of the transatlantic ships, I can't say.'

"But McNab insisted that he had no such doubts as to the larger craft, and in support of his position submitted a diagram of one oceangoing cargo vessel that was being fitted in England with the rudder. This carrier, according to the diagram, is 325 feet long and has a displacement of 7,800 tons.

"'As I have said, the size of the vessel makes no difference,' McNab went on.

"'The action is largely hydraulic, and there is no sudden pull on the mechanism such as might tear it from its fastenings. It would be as easy to bring the *Mauretania* to a stop in her own length as it is the *Violet*, and with no more strain or danger.'"

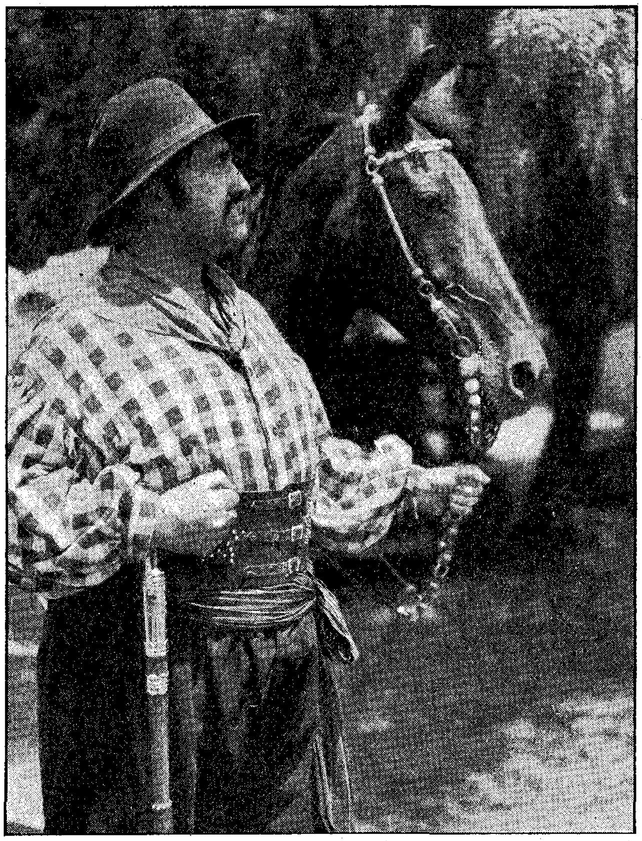
REPOPULATING FRANCE

THE FRENCH GOVERNMENT appears to have learned at last, says a writer in the "Men and Things" department of *American Medicine* (New York), that there are two ways of building up its diminished population, by production and by salvage, by encouraging indiscriminate raising of large families, and by a systematic effort to save the lives of those children already born and doomed to die in their infancy through lack of proper care. He goes on:

"Since the armistice, the French authorities have issued frequent and almost hysterical appeals to the heads of families, have offered prizes and premiums for the greatest number of children, have done everything in their power to increase the population by the encouragement of production. The mischief of this short-sighted policy has been pointed out more than once in these columns. But now some of the more intelligent leaders of the movement have discovered that there is a more fertile field, a more logical course for their efforts, that tho the war made serious inroads on the population, there is a permanent and graver factor that is threatening the country—infant mortality. A high medical authority has come out with the statement that France can add 100,000 to its population annually if infant mortality were cut down. And he adds that the task is not a difficult one. The death-rate of infants within their first year in France hovers between 15 per cent. and 20 per cent. Among illegitimate children and those abandoned by their parents the rate is as high as 45 per cent. During the war France lost in all 1,700,000 men, but since 1914 the population of France has been reduced by 4,000,000. The war is, therefore, not the chief factor in depopulation. The high death-rate, particularly among children, is responsible for the bulk of the loss. The result is that the more intelligent element among the public is beginning to ask itself why it should raise large families if their lives are not assured by the utmost efforts on the part of the Government which demands them. The Ministry of Health, in response to this new tendency, has opened a large maternity hospital and is providing funds for another. The existing laws giving allowances and special privileges to expectant and convalescent mothers are to be altered so as to give pregnant wives a longer period of preparation and a longer period of rest after childbirth. Efforts are also to be made to surround the newborn infants with every possible protection against disease and death. In short, a very vigorous effort is to be made to increase the population of France through salvage rather than through production. Such a course is highly commendable. It is more intelligent than the visionless exhortation to multiply like the sands of the ocean. That was well enough in Biblical days, but we are living in a different age and under different conditions to-day, an age and conditions which call for more far-sighted methods."

"THE FOUR HORSEMEN" RIDE ON THE SCREEN

KEEPING THE WAR IN MIND seems to take an effort that even our losses do not help us to achieve; but a moving picture may. Ibáñez's novel of "The Four Horsemen," read probably in all the four corners of our land, has entered upon its film life, and, so says the New York *World*, "will be seen by the whole world with a wringing of hearts and a resolute determination that wars must cease to be." No time appears like the present to be a fitting one for such a resolution, when statesmen seem toying just as recklessly with the agencies of destruction that they, indeed, are safely protected from. Had we had in 1913 what the Metro Company now furnishes us, "painted so colorfully and so brutally," *The World* questions if we would ever have had a war.



MADARIAGA, THE CENTAUR,

In days of his prime, when he was building up a fortune in Argentina to be destroyed in France by the Germans. A figure from Ibáñez's "The Four Horsemen of the Apocalypse."

"It does not amuse. It does not necessarily entertain. At times it even renders us sad. But always it enlightens and burns deep into the mind of men and women the awful results of hatred among men.

"As the four horsemen gallop wildly on through the mists of the play, symbolizing conquest, famine, disease, and death, there comes a quietness akin to death itself, and those who see it are carried back to those days when war was not merely a picture."

An observer of the first performance in New York declared that in Paris the picture would create a riot. Perhaps it may even revive our flagging interest in the suffering peoples of Europe. Considered as kinetic photography, says the New York *Times:*

"Altho it has a good deal of the wordiness, erratic tempo, and illogical emphasis common to screen adaptations of printed stories, it is nevertheless distinguished from many other works of its kind by genuine cinematographic qualities. It is made, if not entirely, at least in large part, of telling moving pictures. Many of its scenes are the result of fine photography and, better still, fine cinematography. Rex Ingram, the director of the production, is among those who believe that principles of painting and sculpture should be applied to motion-pictures, and scenes in 'The Four Horsemen' are concrete illustrations of what the application of these principles means. Evidently Mr. Ingram's exprest ideas are not merely subjects of idle conversation with him. He tries to do what he says ought to be done. His pictures, for example, are smooth and soft, and yet as distinct as the sharpest photography could make them; they are effectively lighted; and their dramatic as well as purely pictorial value, is seen in moving and still objects. Mr. Ingram must have devoted much time and thought to composition, and in a number of instances he has achieved something different and better than materials at the disposal of other directors and frequently used by them in the last few years. For example, there is a scene of troops marching through a French village, which is scarcely a new subject at this postwar date, yet Mr. Ingram has presented it with new effectiveness by breaking the main line of march of the troops and occasionally diverting from it companies and squads of men. Thus he has given fluidity and unity to his whole scene instead of dividing it into two still pictures as a continuous column of men moving in a straight line or simple curve would do—and often has done in other photoplays.

"Mr. Ingram has made many eloquent motion-pictures. This means that, altho the spectator now and then has the impression that the photoplay is simply the novel splendidly illustrated, this impression is dissipated as often as it is formed by scenes and successions of scenes which speak for themselves, tell their part of the narrative in their own language without the aid of words. The execution of the citizens of Villeblanche, for example, is done in pure cinematography, and is one of the most impressive incidents of the story. In bringing the symbolic Four Horsemen into the photoplay Mr. Ingram again has done his work cinematographically, and with such a discerning sense of the unreal in reality that what might easily have been banal or incongruous has become a pervading and leavening part of the picture."

In the present instance the photoplay has been cast "with a clear eye for types and acting ability":

"The characters used primarily to give color to the picture—South-American natives, Spanish, French, and German specimens—are all strikingly individualized, and those who have the more extensive rôles not only look their parts, but act them intelligibly, especially Rudolph Valentino as the young *Julio*, Joseph Swickard as old *Don Marcelo*, Alice Terry as *Marguerite*, Alan Hale as *Karl von Hartrott*, and Nigel de Brulier as *Tchernoff*, the Russian mystic.

"Many will want to know, of course, how closely the photoplay resembles the book, and they may be assured that it is, on the whole, a faithful and appreciative translation of what Blasco Ibáñez wrote. There have been changes, some necessary or wise, others capricious, but June Mathis, who made the scenario, has followed the main trend and thought of the novel. All things considered, she has done a difficult job well. There have been omissions, of course, as all of the book could not be put into a film of reasonable length, but the part of the story that is its reason for existence, the latter section dealing with the war, has been treated adequately and in the intense spirit of the original. The section dealing with South-American life has been only sketched, tho vivildy in spots, and its chief character, the old centaur, *Madariaga*, has just been mentioned in passing, so to speak. The love-affair between *Julio* and *Marguerite* and the character of *Tchernoff* have been considerably idealized, and the death of *Julio* has been made more melodramatic than it was in the novel. Also the spiritistic element, absent from the book, has been introduced into the photoplay, and another innovation, much less justifiable, is the bringing in of a pet monkey which has been made to act as if he definitely understands and sympathizes with the moods and situations of the human beings around him. Of course, trained animals do not do this, and the tricks of the monkey are simply broad comedy, entirely out of harmony with the rest of the story. It was felt, no doubt, that 'comic relief' was desirable in so serious a work, and accordingly the incongruous animal was dragged in to supply the missing ingredients, but the added stuff does not accomplish the first business of an ingredient, which is to mix with the other ingredients of a compound. It is too bad that the adapters felt called upon to monkey with their material.

"When all is said about 'The Four Horsemen,' however, the central fact remains that it is an exceptionally well-done adaptation of a novel and an extraordinary motion-picture work to boot."

The New York *Tribune* points out that—

"The spectacle of the *Beast* and the four horsemen—*Conquest*, *War*, *Famine*, and *Death*—is the outstanding factor in the picture. The *Beast* is a spiked monstrosity belching forth fire and smoke. Each horseman is more terrible in aspect than the one before. Riding together, they make a startling and haunting picture and pave the way for the war-scenes that follow. The effect of the galloping horsemen is heightened by the musical accompaniments.

"There is much of the war in 'The Four Horsemen.' All the old stirring scenes of Paris getting under arms and men marching for the front that people have tired of seeing. This is not allowed to drag, however, for the action is swift and impetuous and the human interest is strong. Ibáñez's characters in themselves are sufficiently pronounced in type to sustain close observation."

It is the "pathos of distance" that stirs those who see the Metro film now shown to crowded houses at the Lyric Theater, New York, and *The Morning Telegraph* (New York) thinks that—

"It is right and proper that the greatest of war-pictures should come over two years after the war is over. The patriotism that swept the world in 1914 and 1915 has been turned into cynicism by bungling peace delegates, by exposures of money wasted on aircraft equipment and armament, and by squabbling politicians. But the nerves of the public are still sensitive to the emotionalism of a period that becomes more momentous as it looms further into the background of the calendar."

For those who find statistics impressive we add some from *The Exhibitor's Trade Review:*

"The screen version of Vicente Blasco Ibáñez's epochal novel took more than six months to complete.

"Upward of 12,000 persons were engaged in the undertaking.

"More than 125,000 tons of masonry, steel, lumber, furniture, and shrubbery—in excess of the materials used in the Woolworth Building—were used in constructing the massive settings for the colossal spectacle.

"An entire French village, capable of housing 6,000 souls, was put up and then destroyed before the camera lens.

"Every house in this village was finished throughout, instead of being a 'front.'

"A costume factory was erected on the Metro studio grounds for 'dressing' the production.

"An armory and two machine-shops were incidentals of the other building operations.

"More than 500,000 feet of raw film were exposed in the taking of the picture, which when shown on the screen will not exceed 12,000 feet.

"Fourteen camera men were employed to 'shoot' the big scenes from every angle, and Rex Ingram, the director, at times had fourteen directors assisting him.

"Field kitchens and a complete commissary organization were required to feed the army of 12,500 persons engaged on the production.

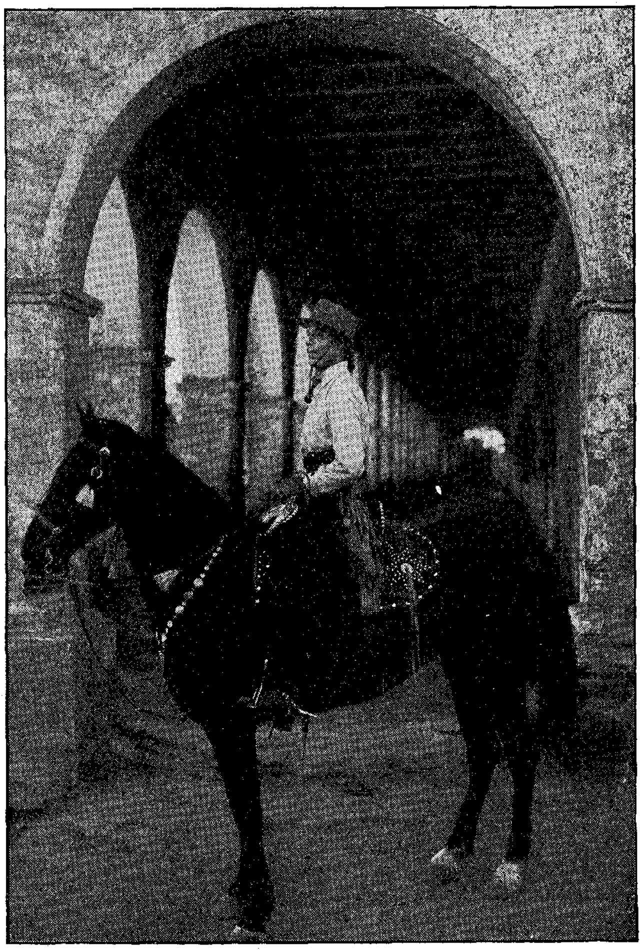
"A complete telephone system was installed for the use of the director while handling some of the great scenes. He was in constant touch with his assistants, scattered on posts over several miles of terrane.

"A collection of art treasures from galleries and private sources, valued beyond price, was used in dressing the handsome interior settings. The insurance alone on these art works was $375,000.

"The cast interpreting the rôles contains two dozen principal players, who in other productions would be rated as stars."

OUR NEW "BOOTLEGGING FICTION"

THE NEW ORDER OF LETTERS may possibly outlive the *morituri salutamus* of the old represented by William Allen White; but it is still a question which will die first. Mr. White seems to give in with a fine gesture, but we see a tongue in the cheek, nevertheless. "Gone are the days when our hearts were young and gay," he chants, thinking of American literature from the first days of Mr. Howells to the mid-career of Booth Tarkington. They and the writers in between all "let themselves go; they believed in the emotions." "As children and youths they had come through the sixties, seventies, and eighties, and they had seen the physical miracle which populated the Mississippi Valley, the Mountain States, and the Pacific coast. They marveled at it; they frankly admired it, even if they almost invariably made villains of the community captains who did the job; the railway builders, the timber thieves, the bankers, the public-utility magnates, the mine-operators, the land speculators." These were the villains who revolted the souls of their creators, while they drew their heroes as the embodiment of the "courage and faith and devotion of the people to the American spirit of progress." Of course, says Mr. White in *The New Republic*, "this spirit was puritanism in a new dress—puritanism which is the consecration of the economic main chance as a moral issue." But—and here we have the cat out of the bag—"'Main Street' is of the new order. And the new order is here":

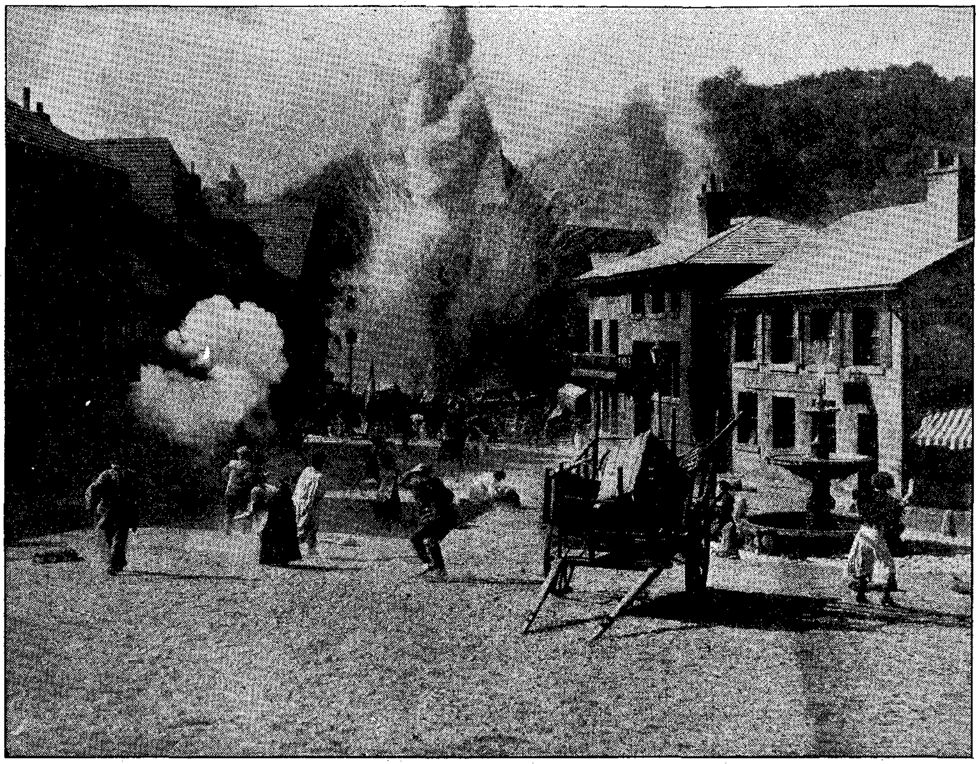


JULIO WHEN UNDER *MADARIAGA'S* TUTELAGE.

The hero of "The Four Horsemen" in the Metro film impersonated by Rudolph Valentino. Shown here during his South-American days when his grandfather taught him the arts of a reckless life.

"The story-teller under the old order may as well 'learn of her ways and be wise.' Ten years ago it was fashionable to write stories which dramatized the wisdom of the ages, as it is reflected in the Ten Commandments, the beatitudes, and the

Golden Rule. Ten years ago virtue was rewarded—in one way or another, either by raw material bonbons or frothy spiritual satisfactions. Ten years ago vice was punished either by death or remorse or spiritual atrophy. To-day '*Doc' Kennicott* takes his night off, bats his eyes at the domestic environment next morning for an uneasy moment, and that's all. We have moved, during the war, 'somewhere east of Suez!' We are no longer interested in 'nice people.' It is no longer popular to hang their dirty linen upon the line and let its embroideries and filmy grace make amends for its exposure. We must write of the men who fresco the railing around the area-way leading down to the 'Bonton barber-shop,' and our sordid literary laundry exposes the 'short and simple' flannels 'of the poor'—mostly red! But above all we must not be sorry for the poor. We must not be sorry for any one. Pride under the new dispensation is bad enough; pride in the town, pride in the State, pride in the country, pride in the heroic patience of humanity; pride in the slow groping of mankind through the dark toward justice, toward that bungling institutionalized kindness called democracy—bah, that's the delusion of the cheerful idiot! But bad as pride is, wicked and weak as it may be, it is infinitely preferable to pity.



A FILM SCENE ON THE MARNE.

Villeblanche, the village near *Don Marcello's* castle, feels the first shock of the German invasion.

"So we have witnessed the coming of a new school of fiction, in which enthusiasm, humor, and pathos are as old-fashioned as the bustle and the hired mourner! We psychoanalyze our subjects in fiction under an anesthetic; they don't writhe; blood indicates bad technique! And as for tears—"

Mr. White discerns a "literary Volstead Act" which has dried up "the Silent Tear which once glittered upon the pages of American fiction," and he points out the "Pussyfoot":

"Probably the Mencken group was the dry league that closed our literary tear-ducts. But whoever did it, the new books and plays of the new men who write of our national life are absolutely waterproof. Edgar Lee Masters harrows our hearts, but without even the use of the knife. It's dry surgery. Sherwood Anderson, in 'Winesburg, Ohio,' and in 'Poor White,' gets away with every sort of cruelty and oppression to his heroes and performs every sort of literary malpractice upon his heroines. We observe the flinching of his curst creatures with merely scientific interest. We even pin up, in the laboratory, the suppest sex emanations of Scott Fitzgerald's kids without releasing a temperature. It is all impersonal—this grief and pain and passion of the fiction writers in our new dry era. Yet, somehow, a middle-aged mid-Victorian with natural emotions, who likes a good periodical souse, longs for the splash of the vanished tear, the cramp of the throat that is limp.

"And here is a curious natural reaction: We are developing a group of literary bootleggers, obliging artists who slip the emotional hooch to us in queer packages. Take Zona Gale. Of course, Miss Gale once distilled tears along with the rest of her elders. Her 'Friendship Village,' of the first decade of the century, was as wet as Milwaukee. But in 'Birth,' her book of two years ago, the dry movement was clearly in evidence; not a sparkling tear in four hundred beautiful crystalline pages. Then came Miss Gale's 'Miss Lulu Bett,' which on the face of it would fool any Volstead agent. Even Mencken could smell nothing on *Miss Lulu's* virgin breath in the book. But it's there; glory be—it's surely there! The good old stuff is concealed in *Miss Lulu Bett's* calico skirt and the hussy is in New York, and in a theater on Forty-eighth Street amid the smartest set of the Avenue smarties, peddling contraband, lacrimal fluid shamelessly in the play—even more shamelessly than it is dispensed in the *Lulu Bett* book. In the play the tears are all in the humor—a curious but convenient place to carry them. The comedy will break your heart as surely as the pathos in 'The Old Homestead' or 'East Lynne.' But Miss Gale goes blandly around in literary dry circles looking as innocent as a cat full of canary. And while Miss Gale has left the old tear-mixers, she peddles a secret sorrow in *Miss Lulu Bett*, and winks the other eye to Edna Ferber and her former leaky pals with commendable joy. She is fooling the dry agents. . . . . . .

"Floyd Dell's 'Moon-Calf,' which is bone dry, evidently is to be followed by a sequence story. Possibly 'The Bull,' if that is to be its logical title, may find how to get around the law, and we may have an American school of bootlegging fiction. In that day the dear old emotional booze-fighters of the time, when a silent social tear was no crime in our literature and our drama, may slip back into respectable company. In the meantime the old crowd will watch with mounting hopeful interest the shy adventure out of puritanical literalism and dry naturalism which 'Miss Lulu Bett' is making into poignant comedy. If she runs the blockade—the law won't hold us. In another year we'll all go out on one big proud pathetic toot—and we'll drown Mencken and Van Wyck Brooks, Waldo Frank and Nathan at the town pump."

Mr. White remembers his salute, but thrusts his tongue even harder inside the cheek:

"These are probably vain hopes. We must not fool ourselves. The old order is passing; the new is well under way. The star of empire, which once rested over Indianapolis and all points west, has been put back half a thousand miles and now illumines a shining area bounded on the east by the Brevoort, on the north by the Civic Club, on the west by Greenwich Village, and on the south by Anthony Comstock! Here the new Ebenezer has been raised! It will do no good to rail at the new dispensation, to hoot at 'Nietzsche and Mencken and god' with a small 'g.' We only show our green eyes when we lift them in supplication to a providence that has been junked by our youngers and betters asking for the Restoration. So 'gone are the days when our hearts were young and gay—'

"'We who are about to die salute you!'"

Here is the mainspring of the world's oldest tragedy, says Mr. White. "To fight for change, to establish it firmly and then see it fall before inevitable change." He quotes Mr. H. G. Wells for a text: "The fear of youth is the beginning of wisdom."

WHAT COLLEGE STUDENTS DON'T KNOW

BERNARD SHAW once proposed for a school curriculum instruction in looking up trains in a railway guide. The practical value of that and other seemingly simple forms of instruction is proved by a recent inquiry into what college students know. The results as given in *The Atlantic Monthly* (March), by Prof. Paul V. West, of the University of Wisconsin, reveal mainly what they don't know, and if reproduced in the form of statements made by the students would doubtless constitute a choice collection of "howlers." But merely viewing the matter as an opportunity for laughter would be taking a serious subject too lightly. As Professor West apprizes us, "an information test recently given to a good-sized representative college group chosen at random from among the different classes and sexes revealed such interesting facts regarding the content of their minds as to stimulate some concern on the part of their instructors, and, in the case of a few at least, to suggest a problem as well as insinuate a doubt." Here is what was discovered in part:

> "Simple biological facts that are supposed to be in common knowledge and parlance are outside the mental realm of many of the college students or are confused within it. Four per cent. of them would be willing to ask a dairyman if his cows are Leghorns. And when we discover that six per cent. do not know what an artichoke is, while six more assert it to be a fish, three a lizard, and one, no doubt thinking of the strangling powers (choke) of a boa-constrictor, claims it as denoting a snake, we can not but wonder in what world these sixteen per cent. received their information—or lack of it. But we receive a real shock when we discover that a chameleon is voted a member of the bird, insect, and fish families by twenty-three per cent., four per cent., and four per cent. of the group, respectively; while another thirteen per cent. give up the problem of classification as a thing impossible; so that one can safely say that only a little over one-half of the number really know that a chameleon is a reptile that changes its color but not its genus. Thirty per cent. do not know the location of the thyroid gland, and either refuse to detail their ignorance concretely, or place it indiscriminately in the shoulder, head, or abdomen, that handy receptacle for all physiological x's and y's. One daring soul even had the audacity to state that rubber is made of hides.
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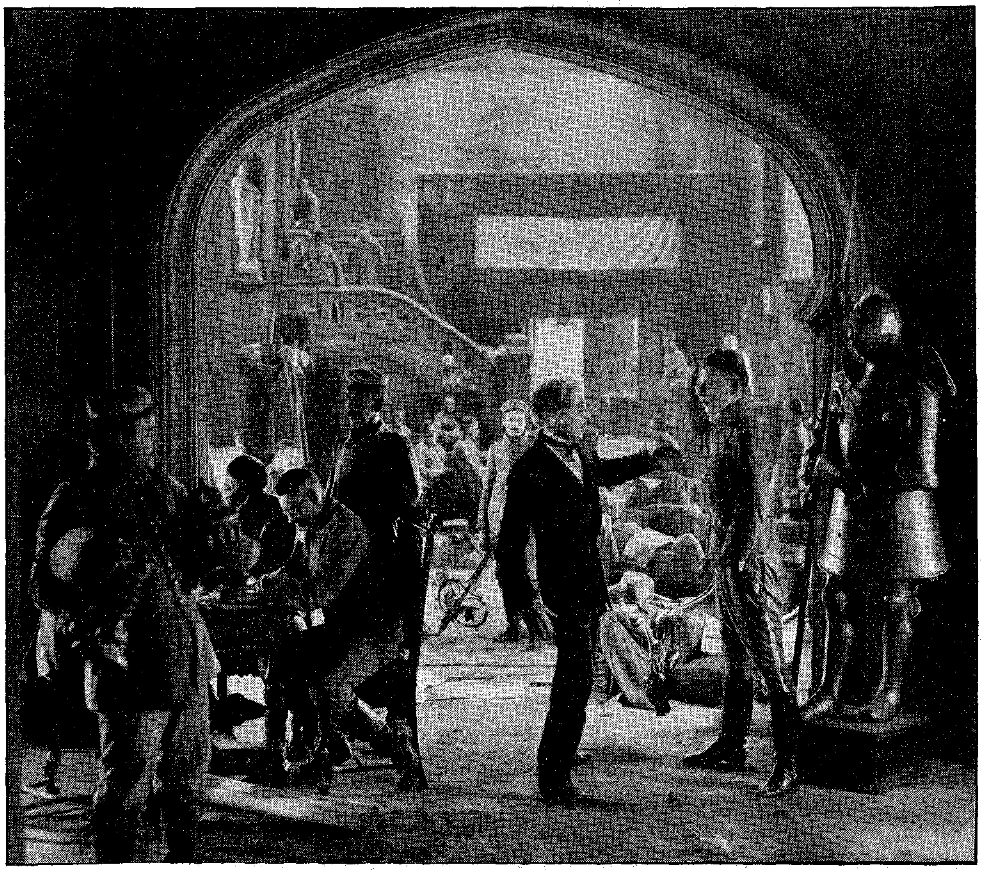
> "Geography does not make any better showing; in fact, even a lower grade of recognition is here exhibited. It need not affect the world's happiness greatly if a certain third of our student body would take a liner for China if their destination were Tokyo, for the name of this oriental city does sound Chinesey, and it is a personal matter, anyway; and, besides, this method of instruction would be effective and according to sound pedagogical principles. But it would be a decided affront to some of our time-honored American institutions if they should learn that out of one hundred students who wish to attend Yale University, four would have to look in the atlas to know what part of the world they were bound for, while six would purchase railway fares for Ithaca and thirty-six would proceed blithely on their way to Cambridge. But once arrived in New England, two of them would be forced to the discovery that Boston is not a city of Maine, and one would find, not without surprize, that Massachusetts, instead of Connecticut, claims the honor of harboring 'the Hub.' Such are the educational possibilities of travel. Our Tokyo-bound friends would in the same manner perhaps encounter a *bona-fide* Korean in the course of their oriental travels, and henceforth be led to classify him as a biped of the *genus homo* rather than a quadruped of some mysterious creation."

Literature is a kind of grab-bag in the minds of our college students. Thirteen per cent. thought of Darwin as a literary master and not a scientist, and fifteen per cent. thought of John Wesley as in the same category. The right contents of the bag have their colors mixed:

> "We ought not to blame too harshly that ten per cent. who give Poe the credit for writing 'The Scarlet Letter,' or the four who attribute it to Kipling; for, after all, the title is suggestive of the temper of either rather than of a mild man like Hawthorne. Fifty-eight out of a hundred students do not read periodicals and newspapers enough to know Arthur Brisbane as a journalist, some forty-three preferring to classify him as a comic artist, actor, or athlete.



HOW THE GERMAN ARMY TOOK POSSESSION.

In the screen version of "The Four Horsemen of the Apocalypse," *Don Marcello Desnoyers* pleads in vain for his possessions collected for his Marne château.

> "When college students do not recognize the names or places of production of commonly advertised commodities, such as shoes, automobiles, tobaccos, typewriters, movie actresses, and the like, it is of concern chiefly to the advertising manager whose business it is to get such information across; but as a matter of protection to the repute of the few great ones of our generation, why not periodically lead the college student through art-galleries, chambers of state, and halls of fame, so that none of them would be unfamiliar, say, with the name and work of Rodin, rather than have fifty-eight per cent. classify him as a painter, composer, or poet?
>
> "Why not diamonds born in the bosom of the oyster? Why not, indeed? It would be a far more poetic genesis than in the depths of a dirty dugout at Kimberley, at least, in the thought of one."

The excuse of the student is: "Our college work keeps us so busy that we have no time to read the newspapers and magazines." The college professor believes, however, that the fault begins further back than college days. Perhaps the magazine in the schools may be one solution.

WHY THE POPE BANNED THE Y. M. C. A.

LET THE "CALL TO A HOLY WAR" be refused a hearing, exclaims the Vancouver *Daily Sun*, apparently seriously perturbed at the Pope's ban on the Y. M. C. A. But "it is not so bad as that," suggests *The Catholic Citizen* mildly. "If the Y. M. C. A. will just quit proselyting, the friction will cease to exist." Whether or not it is as "bad as that," there is a feeling in some quarters that the papal decree will rekindle the "dead ashes of controversy" and revive the bitterness of creedal differences thought to have been allayed when Catholic priest and Protestant pastor joined hands on the battle-fields of Europe. But whatever the effect of the Association on the Roman youth, officials of the Association in this country disavow any purpose to proselyte, saying that tho it is a Protestant institution, its doors are open no less to Jew and Catholic. It would seem, however, that the young men of Rome have not been blind to the benefits offered by the Y. M. C. A.—perhaps because they had no similar organization of their own—and that they have been, to some extent at least, influenced, directly or indirectly, by its activities. As told recently in these pages, the decree asks that an official act of the hierarchy in each region declare forbidden the publications of the "societies of which the pernicious character is manifest," and report within six months the resolutions and decisions occasioned by the situation of each diocese.

While admitting that it has done much to "raise the standard of public morals in our communities," a writer in the Catholic *Ecclesiastical Review* (Philadelphia) alleges that "according to frequent complaints, the Y. M. C. A. started a campaign of religious reform in a country which bears the traces of an ancient civilization based on the Christian faith." The Association offered bright clubrooms, gymnasiums, reading-rooms, and all the other familiar devices to wean men from more worldly pleasures, and, tho it did not say so, "it exprest its purpose to refine that religion, to purify it, and to show the bright young minds thirsting for knowledge the way to more light out of the darkness which the old faith, from medieval times down, had engendered among them." This, we are told, is what Cardinal Merry del Val, signer of the document, complains of in his letter to the bishops. In proof of the charges against the Association, the writer in *The Ecclesiastical Review* argues:

> "The allurements of material attractions and advantages, coupled with the promise to teach a better religion, are a weapon of proselytism with which many who value their faith, parents and guardians of the young as well as pastors of souls, find it hard to compete on even grounds. The Catholic authorities are aggrieved not because the Central Committee of the Y. M. C. A. opens its doors to physical and educational benefits for the young, but because these offers are made the channels of propaganda which substitutes a paganized culture, under the name Christian, for the pure and sublime teaching of Christ. By teaching an easy, sensuous morality of well-groomed manners, well-informed intellect, and respectable enjoyment, in place of the self-denial, humility, obedience to the precepts of Christ and the Church established by him, the young may be weaned from the faith of their fathers. The outcome of the religious or moral teaching of the Y. M. C. A. is utilitarianism, materialism, and rationalism, decked with the garments of Christ."

"There is not a single word" in the Cardinal's letter which "can be construed as an objection to the humanitarian work, as such, carried on either by the Young Men's Christian Association or by any other of the organizations," writes J. Harding Fisher in *America*, a New York Catholic weekly. The Pope, he asserts, "is committed heart and soul, completely and unreservedly, to each and every portion of divine revelation," and "regards it as his bounden duty to defend the faith from any movement that threatens its integrity." Catholics and the Y. M. C. A. differ on the value of the culture offered by the latter and similar associations, but "there is no reason why, in this country especially, they should not differ amicably, without bitterness. It would be a thing much to be regretted if this difference should give rise to religious animosity, especially now, when the country is so distracted."

However, it would seem that the Pope "has been misinformed as to the purposes and methods of the Y. M. C. A., both in America and in European countries," declares William Knowles Cooper, general secretary of the Y. M. C. A. in Washington. The Y. M. C. A. has avoided proselyting, he is quoted as saying. It is in affiliation with the Protestant Churches, of course, but has always included in its membership a "very large proportion" of young Roman Catholics grateful for the benefits they have received. Instead of promoting religious indifferentism, the Association "believes that, in building the man's moral and intellectual character, it established a background for his religious life, and the matter of the choice of a church is always left to the young man who comes under the influence of the Association." *The American Forum*, a Y. M. C. A. organ, remarks that "the best answer that can be given to the Vatican as to whether contact of (Roman) Catholics with the 'Y' results in 'religious indifferentism' and a 'wrecking of the Christian faith' is to suggest that the (Roman) Catholic members can themselves best answer this charge." It is recommended that the Association "hew to the line in promoting its chief objective, keep out of controversy, and serve all men who are worthy of help." And the thing for the Catholic Church to do "is to provide the same service for their young men as is given by the 'Y,' and wherever they fail to serve their own men, be thankful and appreciative if they fall into as good hands as are extended by the Association brotherhood."

Defense of the Association comes also from a grateful Catholic quarter. *La Gazette*, a Belgian liberal Catholic organ, says that "altho the 'Y' does not indulge in any religious propaganda, it worries some well-thinking people who claim the monopoly of all beneficence." As to the papal interdict, the Belgian editor would "like to believe that intelligent Catholics will despise such narrowness."

Protestant weeklies express regret over the Pope's attack on the Y. M. C. A., not because they think it will hurt that organization, but because they feel that it exhibits a spirit of "narrowness" on the part of the Vatican. It seems to *The Congregationalist* that it is now "too late in the day for the authorities of the Roman Catholic Church to put a ban on any kind of fraternizing with organizations and institutions without its pale. If the Pope is undertaking to accomplish this cleavage, he is not reckoning with the spirit of our age or with the spirit of real Christianity." Declaring that there has been "no Protestant dogmatic instruction" in the Y. M. C. A., *The Christian Century* tries to explain the Pope's action on the ground that a new attitude toward Protestantism is appearing in some papal lands. "The best of all propaganda is the unconscious propaganda of consecrated lives. Without intending it, the Y. M. C. A. may have been the precursor of a European reformation in religion."

WHAT THE RED CROSS IS DOING

PEACE HAS ITS DUTIES NO LESS THAN WAR, and the American Red Cross is now engaged in a vast campaign of reconstruction at home. A new Division of Domestic Operations, devoted to all manner of social improvements, is functioning under W. Frank Persons, and what was accomplished during 1920 in the training of lay people in self-help is described by Neva R. Deardorff, in *The Survey* (New York) as an achievement without precedent in this country. Soon after the war the chapters making up the national society gave their attention to local conditions and familiar problems, attacking them with the knowledge gained in the experience of the world-war. It was decided in the beginning that standards of trained service should be maintained and, if possible, elevated, and that local ventures must have a sound basis of local financial support. The national and division offices picked out the following subjects as those in which the accumulated skill and training of the chapter people would stand them in good stead: formal instruction to lay people in first aid, in home hygiene and care of the sick, and in food selection; public-health nursing; home service for civilian families; the organization of community effort in support of public-health activities; the organization of activities for children who are members of the Red Cross. Some of the things accomplished are thus detailed:

"On December 1, 1920, 1,223 chapters were holding classes in home hygiene and care of the sick, 522 in regular first aid, 186 in life-saving or water first aid, and 125 in food selection. During the year 1920, 79,737 women in the United States took the full course of fifteen lessons in home hygiene and care of the sick, passed the examination given by the nurse instructor, and received certificates; 10,011 took the so-called modified course, which included the same instruction by the nurse, but from which the examination and the certificate were omitted. Approximately 50,000 first-aid certificates were issued last year. In addition to their immediate and obvious value these courses have been of great importance as ground-breakers for a developed public-health service. Home service has been extended to civilian families by 689 chapters; Junior Red-Cross auxiliaries are organized and operating in more than half of all the chapters; health centers are operated by 185 chapters and 588 chapters carry on public-health projects aside from nursing or health centers. These latter are largely clinics. Altho no effort has been expended by national and division offices on activities outside of this group, some chapters have felt that their most pressing problems or most obvious duties lie in a slightly different direction. Accordingly, 70 have opened rest-rooms, 49 are reponsible for community centers, and 69 have promoted some form of recreation. In places where community centers or recreational activities are conducted by a group of agencies the Red-Cross chapters usually participate. A goodly number of chapters—726—have adapted the old production activities to peace conditions, 525 maintain information centers, 54 have motor corps, and 136 have canteen services. Two-thirds of the latter are on reserve for emergencies, while one-third assist in various programs for undernourished school-children, special diets for the sick, holiday parties in institutions, and other kindly offices."

The country has availed itself to a considerable degree of what the Red Cross has to offer, and reports indicate that the importance and value of its work are being more widely recognized. For instance,

"Wyoming with an average density of population of two people per square mile has thirty-two Red-Cross chapters. Of these, eleven maintain nursing services and eight have extended home service to civilian families. Rhode Island with an average density of population of 566 people per square mile has five chapters. Two maintain nursing services and three have extended home service. Louisiana with 39.6 people to the square mile has sixty-three chapters. Ten have nurses and thirty-two civilian home service. North Dakota with nine people to the square mile has fifty-three chapters. Twenty have nurses and nine have peace-time home service. Massachusetts with 479 people per square mile has thirty-six chapters, twenty-four of which employ nurses and twelve have extended home service. In the rural States the Red-Cross services are frequently county-wide, while in the more thickly populated sections the services are often confined to those neglected rural sections adjacent to the great centers of population. In the entire country, of the chapters which have Red-Cross public-health nursing but 318, or 33.9 per cent., have any town of 8,000 or more in their jurisdiction. Of those which have extended home service a still smaller percentage—28.7—has a town of that or greater size."

By courtesy of the American Red Cross.

SHE MUST BRAVE ALL WEATHERS.

A Red-Cross nurse starting off on snow-shoes to visit a country family in distress.

The public-health nurse's life may be hard; often it requires patience and endurance to the fullest extent, but, says Belle Beachly in *The Nebraska Farmer* (Lincoln), the story of the nurse "is as full of adventure and humor as any tale that ever was told." Wherever the Red-Cross county nurse goes "she is the messenger of the new public-health gospel that the mission of science and of intelligent effort is not to cure sickness, but to prevent disease." Her activities are far-reaching, for—

"She shares her scientific training with the mother and home-maker, giving instruction in care of the baby, home hygiene, and care of the sick; and helps to organize classes in dietetics, where the women and girls of the community learn food values and food selection. She visits the schools and inspects the school-children so that weak eyes, unhealthy teeth, and other physical defects may be discovered and remedied before they lead to serious illness and lifelong handicaps. She arouses interest in the establishment of health centers, nutrition clinics, rest-rooms, and the like, and in general looks after the health needs of her community."

A CALL FOR AN UNPAID CLERGY

SHALL WE ABOLISH the professional ministry and have our clergy follow the example of St. Paul and work at secular occupations instead of depending on their spiritual service for a living? The question, asked in all earnestness, is prompted by the perennial poverty in which thousands of the ministerial profession here and abroad find themselves, and by the apparently decreasing influence of the churches in matters of faith. St. Paul earned his living by tent-making, and a few of the clergy of to-day are engaging in various trades and professions to eke out what their spiritual calling fails to provide. With the advance of education and the increasing tendency of people to think for themselves and to quest for truth in their own way, it seems to one observer from behind the scenes that modern civilization no longer needs a clerical profession. This is a rather startling departure from long-prevailing opinion, but, writes Dean W. R. Inge, of St. Paul's Cathedral, in the London *Evening Standard*, "if we consider calmly the causes of the decadence of clericalism, we shall find them in circumstances which are inevitable, and not discreditable to any one." In the first place, argues this liberal-minded churchman, "the whole system of public worship was designed for a state of society when very few persons read and very many were unable to read." Now, however, he says, "we have become a reading nation. We absorb our intellectual food through the eye more than through the ear," and the parson is no longer better instructed than his congregation. "The metaphor of a shepherd and his sheep has become absurd." In the second place, we are told, "Christianity is a historical creed with a long past. Some of its rites and dogmas come from the Jewish synagog, others from Greek philosophy, others from Roman imperialism. This continuity with the past, which gives it an additional charm and interest to those who have been educated on the old lines, is a pure disadvantage to its acceptance with the large and increasing class who have had an education without traditions." And, thirdly, the Dean goes on, "our industrial civilization has produced an overwhelming prevalence of that anti-Christian spirit which is sometimes called materialism, but which I prefer to call secularity. It is the one enemy with which Christianity can make no terms." What, then, is the remedy?

"Why should not we have in every parish several men and women who are licensed to read services in church, to administer the sacraments, and to do all that the clergy now do? And why should not these men and women be the parish doctor, the schoolmaster and schoolmistress, the parish nurse, and other members of the little community, without respect of class or sex?

"There would be several advantages in this change. The Church would be set free from the endless anxieties and humiliations of begging for money. We should be rid of the clerical professionalism which is fostered in the theological colleges and which erects a barrier between clergy and laity. The ministers, being engaged in secular callings, would have the layman's point of view, tho they would, of course, be chosen as being earnestly religious persons. The rivalries of various denominations would vanish, and the sects themselves would quickly and spontaneously fuse. The public would feel, as they do not at present, that religion was their own business, not the business of those who make their living out of it. . . . . . .

"It must be remembered that there is already a large number of clergymen who earn their living by teaching, at the public schools and universities. Many of our ablest bishops have been chosen from schoolmasters and college dons.

"There is no reason why this system should not be extended to the medical and other professions. Doctors especially would have a good deal to tell us from the pulpit, if it were a recognized thing that they should preach from time to time. I have assumed without argument that women will in the near future be admitted to ordination."

But in the opinion of William T. Ellis, who has made a study of religious needs in all parts of the country and whose travels have brought him into contact with thousands of American clergymen, the mission of the minister is to devote himself to his pastoral work alone. Writing in *The Saturday Evening Post*, he says:

"One of the pathetic sights of our day is the spectacle of clergymen turned into vice-raiders, municipal reformers, prohibition enforcers, lyceum lecturers, board and society secretaries, life-insurance agents, and almost everything else. To make the eternal timely, and to bring the infinite near, and to introduce burdened and dissatisfied men and women to the sufficiencies that lie outside the realm of physical senses—this is the mission of the minister. For him to accept any other position, however eminent, is a descent. . . . . .

"As one who has met thousands of American clergymen, in all parts of the land, I am constrained to testify to their faithfulness and sincere piety, and sometimes too humble eagerness to accept instruction and leadership. They practise the principle of a sacrificial ministry. Should the sacred calling ever become so safe and easy and prosperous as to attract young men into it as a career, there would straightway be need of another Reformation. All who are called to the apostolic succession must be willing to fare forth without baggage or purse."

AN INDIAN INVOCATION TO THE GREAT SPIRIT

PHRASES MUCH LIKE FAMILIAR LINES in the Psalms of David and in some of the greatest poetry in our hymnals appear in an Indian invocation to the Great Spirit which the Springfield *Republican* reprints from *The Living Church* (Milwaukee). And there is an interesting story connected with the publication of this prayer to the deity of the original Americans. It seems that at a meeting of Indians in British Columbia the Rev. W. Herbert Mayers became acquainted with an old Indian who had been connected with an Anglican Church Mission in 1854. Speaking of the days before the coming of the missionaries, the old man said:

"The boys in old days were told that it was impossible for them to be strong, good, brave, and sagacious unless they continued through life the custom of repeating, out in open forest and before break of day, certain invocations to the Great Spirit. . . . I was specially advised by my father to give myself up to this custom. I have followed it all the days; and therefore I have been kept in health and preservation until now. I have given these words to Archdeacon Small, now dead; but as you have come to us in his place, I will give them to you."

That night, we are told, Mr. Mayers and the Indian sat together until early morning and they put the ancient invocation into an English version, which runs as follows, according to *The Living Church:*

O mighty Lord! thou Prince of Life! Ruler Supreme! Whose chariot is the ray of dawn!
King of my life! thou makest me live in gladness by thy light.
As thou comest forth from thy chamber this day, in order reviewing all the things thou hast made,
At me (poor puny creature) thou wouldst not waste one glance were it not for thy pitying love!
To see me—small, weak, and faint—is the signal for thy pitying heart to shed a beam of love and aid upon me.
'Tis thus to-day—ay, all the days—I know that I shall live. . . . . . .
Thus, thus, is swift death balked!

Bend, Lord, thine ear to me from every loftiest snow-clad peak!
Catch my faintest whisper in the far reaches of the wide vales and sloping side-hills!
Let not the mighty gathering of the waters shut out my cry!
Oh! my Lord of Light! into every crack, into every crevasse, my voice shall try to reach thee with its piercing, longing cry.
Art not thou my only master? To thee, my Lord, will I cling.
At thy knees will I fall and clasp them—yea, clasp them with both my hands, for my only refuge and support!

Then, stooping, thou wilt lift me up and bless me!
Ah, then shall I feel that thou art close beside me all the way.
Yea; then wilt thou grant me thy very self as a resting-place; nay, more—thou wilt give thyself to me;
And every look of mine this day shall be a look of thine, for I must use thy face!
Every word shall be a word of thine, for I must use no words but thine!

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CURRENT - POETRY

A WAR-POET who emerged into fame after the war and two years after his death in battle, Wilfred Owen, is now published by Chatto & Windus (London). In the small volume of "Poems" is contained the work of one whom Mr. Middleton-Murry, the former editor of the London *Athenæum*, calls "the greatest poet of the war." In the preface to the volume Owen speaks as from the grave: "Above all, this book is not concerned with poetry. The subject of it is war, and the pity of war. The poetry is in the pity." His controlling theme is advanced in the opening lines of what is regarded as his finest poem:

STRANGE MEETING

By Wilfred Owen

It seemed that out of the battle I escaped
Down some profound long tunnel, long since scooped
Through granites which Titanic wars had groined.
Yet also there encumbered sleepers groaned
Too fast in thought or death to be bestirred.
Then as I probed them, one sprang up and stared
With piteous recognition in fixt eyes,
Lifting distressful hands as if to bless.
And by his smile I knew that sullen hall;
With a thousand fears that vision's face was grained;
Yet no blood reached there from the upper ground
And no guns thumped, or down the flues made moan.
"Strange friend," I said, "there is no cause to mourn."
"None," said the other, "but the undone years,
The hopelessness. Whatever hope is yours,
Was my life also; I went hunting wild
After the wildest beauty in the world,
Which lies not calm in eyes, or braided hair,
But mocks the steady running of the hour,
And if it grieves, grieves richlier than here.
For by my glee might many men have laughed,
And of my weeping something has been left
Which must die now. I mean the truth untold,
The pity of war, the pity war distilled. . . ."

The poet, says Mr. Murry, in *The Nation and the Athenæum* (London), "has, at whatever cost, mastered his experience; his emotion has become tranquil. In these poems there is no more rebellion, but only pity and regret, and the peace of acquiescence." Here is

THE ANTHEM FOR DOOMED YOUTH

By Wilfred Owen

What passing-bells for these who died as cattle?
Only the monstrous anger of the guns.
Only the stuttering rifles' rapid rattle
Can patter out their hasty orisons.
No mockeries for them; no prayers or bells,
Nor any voice of mourning save the choirs—
The shrill demented choirs of wailing shells;
And bugles calling for them from sad shires.

What candles may be held to speed them all?
Not in the hands of boys, but in their eyes
Shall shine the holy glimmers of good-bys.
The pallor of girls' brows shall be their pall;
Their flowers the tenderness of patient minds,
And each slow dusk a drawing-down of blinds.

"Elder statesmen" who already can talk glibly of future wars may profitably ponder lines like these. Siegfried Sassoon, who writes an introduction to Owen's poems, says the majority of war-poets wrote for the sake of the effect of a personal gesture; but not Owen. Here is another:

GREATER LOVE

By Wilfred Owen

Red lips are not so red
As the stained stones kissed by the English dead.
Kindness of wooed and wooer
Seems shame to their love pure.
O love, your eyes lose lure
When I behold eyes blinded in my stead!

Your slender attitude
Trembles not exquisite like limbs knife-skewed,
Rolling and rolling there
Where God seems not to care;
Till the fierce love they bear
Cramps them in death's extreme decrepitude.

Your voice sings not so soft—
Tho even as wind murmuring through raftered loft—
Your dear voice is not dear,
Gentle, and evening clear,
As theirs whom none now hear
Now earth has stopt their piteous mouths that coughed.

Heart, you were never hot,
Nor large, nor full like hearts made great with shot;
And tho your hand be pale,
Paler are all which trail
Your cross through flame and hail:
Weep, you may weep, for you may touch them not.

Here are the concluding lines of

A TERRE

By Wilfred Owen

Friend, be very sure
I shall be better off with plants that share
More peaceably the meadow and the shower.
Soft rains will touch me—as they could touch once,
And nothing but the sun shall make me ware.
Your guns may crash around me. I'll not hear;
Or, if I wince, I shall not know I wince.
Don't take my soul's poor comfort for your jest.
Soldiers may grow a soul when turned to fronds,
But here the things best left at home with friends.

My soul's a little grief, grappling your chest;
To climb your throat on sobs; easily chased
On other sighs and wiped by fresher winds;
Carry my crying spirit till it's weaned
To do without what blood remained there wounds.

Owen was sent home in 1917 because his nerve had failed and he was considered no longer fit to command soldiers in the field. Fourteen months later his insistent wish to be sent back was granted. Almost immediately he won the Military Cross for gallantry, and was killed on the Sambre, November 4, 1918. Mr. Murry writes: "Other poets—true poets some of them—have written of the war. Why are they less than he? For this single reason. The war was a terrible and unique experience in the history of mankind; its poetry had likewise to be unique and terrible; it had to record not the high hopes that animated English youth at the outset, but the slow destruction of that youth in the sequel; more than this, it had to record not what the war did to men's bodies and senses, but what it did to their souls. Owen's poetry is unique and terrible because it records imperishably the devastation and the victory of a soul."

A new poetry magazine, *The Measure* (New York), is one of those group enterprises, edited by "a board of nine American poets" who will elect a new "acting editor" each quarter. Under Maxwell Anderson the first number contains two from the distaff side that we quote:

ICE AGE

By Genevieve Taggard

Noiselessly the planets will blow by
Like smoke, like breath, like driven snow,
Frost-bitten suns on on, on on will blow,
Over earth's curve, the moons, like birds, will fly
Making no noise and only vague shadow.

And spider snow will spin and spin
A tangle of frost to snare earth in.

Little earth, then
Will house few men,
Little earth, shrunken,
No longer drunken,
Purple, splendid, roistering earth;
Little earth hung
With pearls of seas,
Little earth shivering,
About to freeze.

And through her veins, caught in this web,
Life and color and sound will ebb.

There will be faint tints, none
From the center of the sun.

There will be light noises, no
Sound harsher than snow. . . .

Morning's red yawn,
Evening's pain,
Never will startle the earth, then,
Pure from her stain,
Earth's garments discarded and cleansed by the cold clean hands of the rain.

A leaf's lines, and stem's tints,
Make in icy places, prints;

Trace of a foot, of a hooked claw
Settled to stone since the last thaw;

Minnows bent with wavering
Along a pool's ice edges cling.

All the beautiful, brave
Colors that curled in the wave
Flooding ground purple and crimsoning air
Are battered and rigid and bare. . . . . .

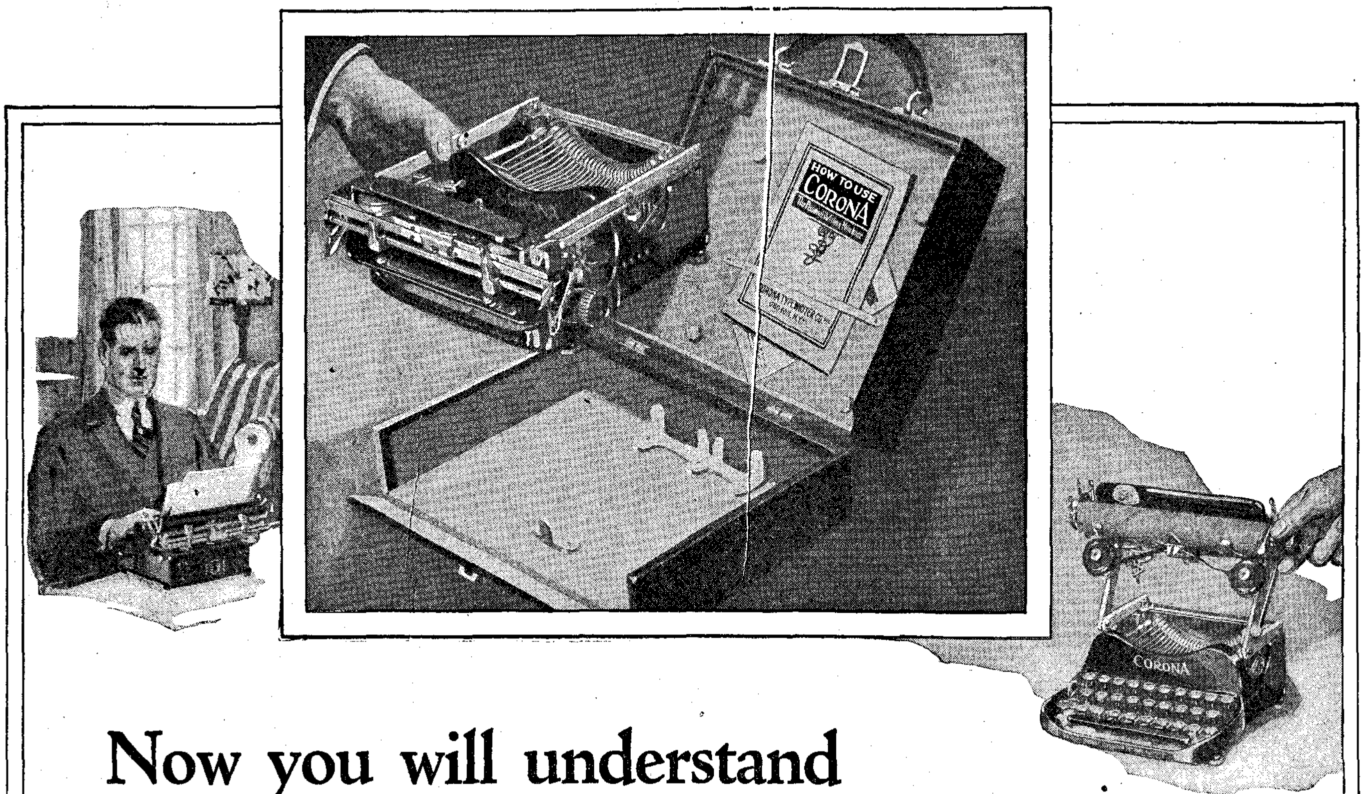
DIANA

By Winifred Welles

I am always carving arrows
Or polishing my bow,
Yet why I care for hunting
I do not seem to know.

For they are long and lonely,
The ways of wood and hill,
And it is wearisome to seek,
And sorrowful to kill.

But I am always hoping
I shall carry home some prize,
Like a white-feathered squirrel
Or a fawn with blue eyes!



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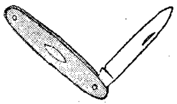

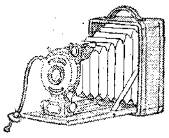

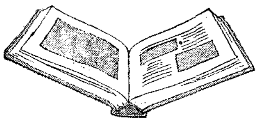

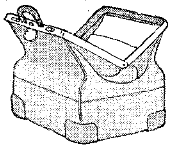

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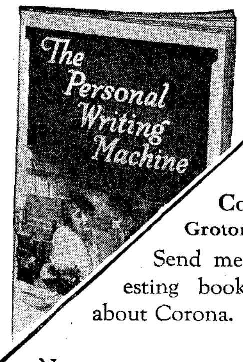

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Prepared for THE LITERARY DIGEST and especially designed for School use

THE CITY PROBLEM

TWO STARTLING EDITORIALS, separated by only a week's time, appeared not long ago in the New York *Tribune*, and a glance at their opening paragraphs will reveal how grave is the city problem. Says one: "The 1920 census shows that the country's urban population has at last overtopped its rural population. There are 54,318,082 persons living in cities and 51,390,739 outside them." Says the other: "Six million witnesses can testify to the fact that a drastic investigation into conditions in New York City is a vital and immediate necessity. The evidence is on every hand. You can see it in the gross incompetency of city officials. You can see it in the utter breakdown of the Police Department. You can see it in the graft that has flourished." True, this is Republican criticism of a Democratic city administration, but it has a familiar ring. And not in New York alone, but in many of our great cities. And when the question arises, "What are we going to do about it?" a newspaper answers: "Run and tell the legislature. Demand a drastic investigation." For, as Mr. Arthur William Dunn reminds us in "The Community and the Citizen": "Cities receive their right of self-government from the State. Their form of government and the powers they may exercise are prescribed in a charter granted by the legislature just as some of the colonies received charters from the King."

So, when a city gets into trouble, it turns to the legislature. No wonder! As Mr. Dunn goes on to explain, the legislature is often responsible for the trouble—or to a large extent responsible. "The city does not always have even the right of ratifying the charter. Since the charters are often long and detailed, and since the legislature usually holds the right to change them at will, the amount of self-government left to the city may be very limited," tho it is clear that "legislators from all parts of the State, many of them from rural districts, can not know the peculiar needs of the city so well as the people of the city themselves," and tho "it is much easier for scheming politicians and corrupt corporations to exercise an influence over a few legislators than over the citizens of the city."

Convinced that their troubles result from something wrong with their charters, a number of our cities are demanding new charters, always with a view to simplifying the machinery of city government. When a city is ruled by an old-fashioned "council of two chambers—an upper chamber, or board of aldermen, and a lower chamber, or common council," with the mayor "little more than a presiding officer for the council," there is "difficulty in fixing responsibility," and the "elective council members are frequently incompetent to direct the business of the various city departments."

Some of the revised charters granted to cities have greatly reduced the powers of the council while greatly increasing those of the mayor, and many new charters provide a "commission form," under which "the government is placed wholly in the hands of a commission of from three to nine men (most often five), who are elected by the people at large. One member of the commission is mayor, but he has no powers different from those of the other members," each of whom "is placed at the head of one of the main departments. Thus there is a commissioner of public works, a commissioner of finance, a commissioner of public safety, and so on."

This arrangement, first put into practise at Galveston, Texas, is said (1) to "prevent the concentration of too much power in the hands of one man, the mayor; (2) supplant the large council with the small commission, which makes it easier for the people to hold their legislative body responsible for its acts; (3) fix the responsibility for the management of each department upon one man; and (4) facilitate the transaction of the city's business."

When objections are raised to the commission plan it is on the und that it is considered "unwise to combine legislative and ministrative powers in one body," and also because there are le who believe that "the commission plan tends to break up the city government into three, five, or more parts without sufficient provision for unity." So there are cities—several of them now—that prefer the "city-manager plan."

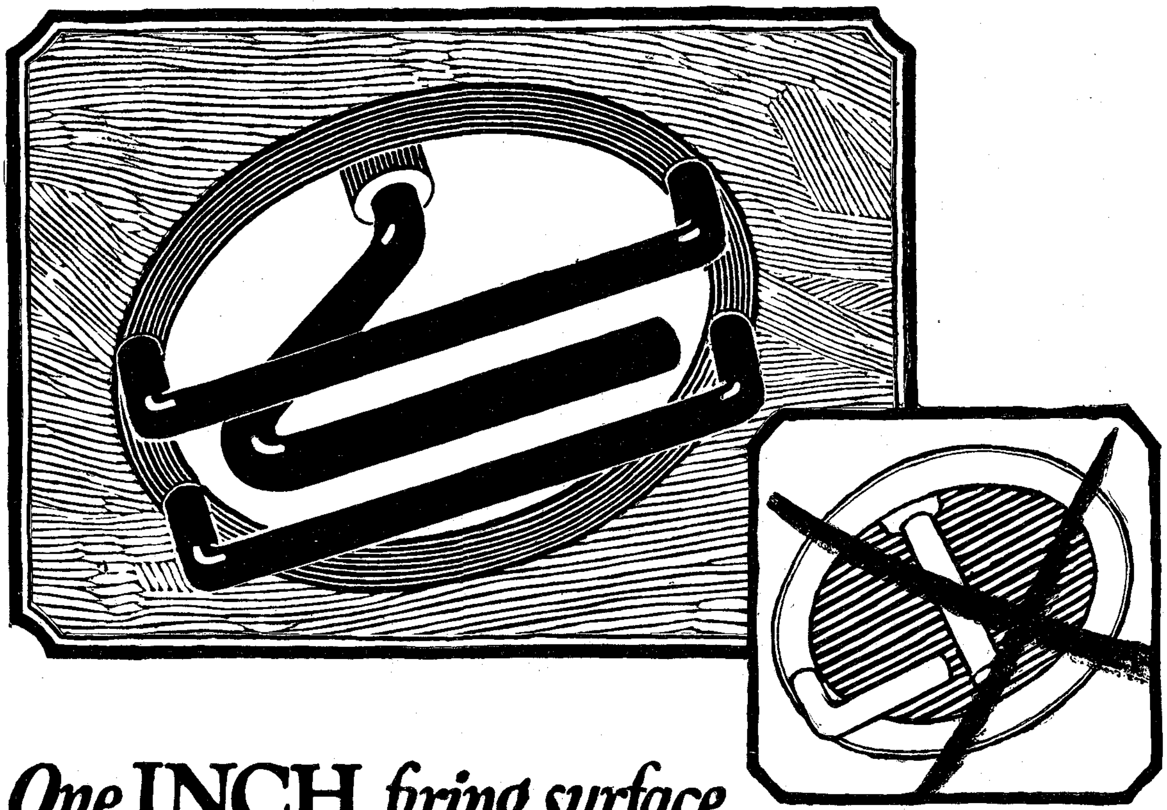
This, too, provides for a commission. But "the commission becomes a board of directors for the city, and the city manager is their expert superintendent, to whom is given full power to administer, or manage, the city's business in all its departments and to appoint his own subordinates." Generally the commission is allowed "to seek its manager wherever he may be found." When Sumter, S. C., which was the first city to adopt the plan, sought a manager, it advertised widely throughout the country. "One hundred and fifty replies were received, mostly from trained civil engineers, and from this list the commission made its choice."

Now, this growing insistence upon the simplification of city government is not only a demand for efficiency in the business sense, it is still more a demand for efficiency in the moral sense. The great—in fact, the greatest—need is that of honesty. Enormous sums of money are raised by taxation, and passages in "The New Civics," by Roscoe Lewis Ashley, recount the activities these sums should adequately support. "We find first that of preserving order, since disorder, evasion of law, and crime increase as population becomes more congested. Fully as important is the subject of health. The larger the city the greater the menace to health from epidemics, from the spread of ordinary contagious diseases, and from the accumulation of filth and waste. In self-protection cities must make and enforce strict plumbing and sewerage regulations, they must provide a supply of pure water, they must prevent the use of preservatives in milk and meats, and must have careful inspection of all foods which are offered for sale."

Meanwhile, "the proper paving and care of streets constitutes a task of no mean proportions. The construction of public-school buildings, the maintenance of schools of every grade, from kindergartens to high schools or even colleges, and the selection of teachers require the best thought and effort of one of the city's most important departments, the Board of Education. Almost as essential for the social well-being of the people is the work of education, culture, and recreation furnished by city libraries, parks, and playgrounds.

"Possibly the greatest problem confronting our city governments is the question of public utilities. There are five public utilities which are needed in every city: these are water, gas, electricity, transportation, and telephone service. In cities the householders can not furnish their own supply of water, and most of them must depend on others for light, transportation, and telephone service. Among a municipality's necessary duties is that of deciding whether these utilities shall be provided by private corporations or by the city, in other words, whether the city shall have municipal ownership of any or all of these utilities." If the answer is "Yes," then the city has added to the already long list of things for which money raised by taxation must be spent.

We say "must be," but is it in reality so spent—all of it? Not only can city officials waste the city's money in foolish ventures, they can steal it—lay out a portion of it on genuine work for the city and pocket the rest, or pay for things purchased at prices far beyond what they are worth and make the dealer divide the extra amount with them, or even, as has happened in many American cities, put imaginary names on pay-rolls and, with the sums thus expended for "wages," fill their own purses. When such men get control of a city that city becomes dangerous. Its police force is depraved, its building laws unobserved, its health laws violated. Its streets go dirty. Its schools decline. Its entire morale deteriorates. Happily, our cities are finding that out. While a great deal still remains to be accomplished in the struggle for better government in the cities, it is at least an enlightened struggle and one that grows increasingly hopeful.



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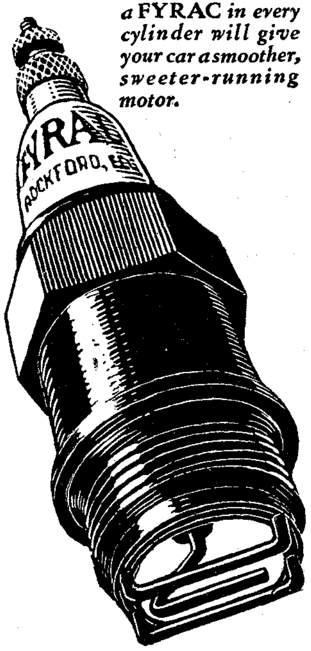

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LANSING'S DISAGREEMENTS WITH WILSON

THE TROUBLE THAT FURNISHED most of the mystery and bewilderment of the latter part of the last Administration, it now appears, began because Secretary Lansing did not think the President ought to go to Paris. It continued because Mr. Lansing disagreed with most of Mr. Wilson's ideas on the League of Nations, and came to a head because Mr. Wilson flatly asserted "with great candor and emphasis that he did not intend to have lawyers drafting the Treaty of Peace." Mr. Lansing, who found something very personal in this, since he was a lawyer, replied that as between diplomats and lawyers he would rely on the legal profession. The logical outcome was the dramatic break between the President and his first assistant, which, says Mr. Lansing in his new book, "has been the subject of speculation and inference which have left uncertain the true record."

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IN "MARKED DISAGREEMENT."

Mr. Lansing's stand on nearly every point of the peace negotiations was opposed to the President's, he admits, and the President in turn found "a legal taint" in most of the proposals put forward by his Secretary of State.

The time has come, continues the Secretary, in the introduction to his volume, "The Peace Negotiations: A Personal Narrative" (Houghton-Mifflin Company), when a frank account of these differences, with their large bearing both upon American and world history, "can be given publicity without a charge being made of disloyalty to the Administration in power." The result is an *ex-parte* statement, covering some 300 large octavo pages, of Mr. Lansing's case against the President and the President's policies. "The true story can only be told from the intimate and personal point of view," says Mr. Lansing in his introduction. "As I intend to tell the true story, I offer no apology for its personal character." His "personal narrative," nevertheless, is presented in a generally cool, legal, almost impersonal way, with only here and there, as in the chapters on self-determination and on the conference of January 10, 1919, a touch to show the strength of the personal antagonism between the two men. A characteristic instance of this is his mention of Mr. Wilson as "one who in his public career seemed to find satisfaction in departing from the established paths marked out by custom and usage." Mr. Lansing did not sympathize with the President in this tendency.

The principal subjects, says the ex-Secretary, concerning which President Wilson and he were in "marked disagreement," were the following:

He opposed the President's presence in Paris during the peace negotiations, "and especially his presence there as a delegate to the Peace Conference."

He opposed "the fundamental principle of the constitution and functions of the League of Nations as proposed or advocated" by Mr. Wilson.

He opposed the form of the Covenant, its elaborate character and its inclusion in the Treaty restoring a state of peace.

He opposed, at least, at first, the treaty of defensive alliance with France.

He opposed "the employment of private interviews and confidential agreements in reaching settlements, a practise which gave color to the charge of secret diplomacy."

Lastly, he opposed the admission of the Japanese claims to possession of German treaty rights at Kiaochow and in the province of Shantung. In a later chapter of the book he states, among other revelations of the "secret diplomacy" through which Mr. Wilson and the other members of the Big Four worked to gain their ends at Paris, that Mr. Wilson explained to a Chinese diplomat his "betrayal of China" by declaring, "I had to do it to save the League of Nations."

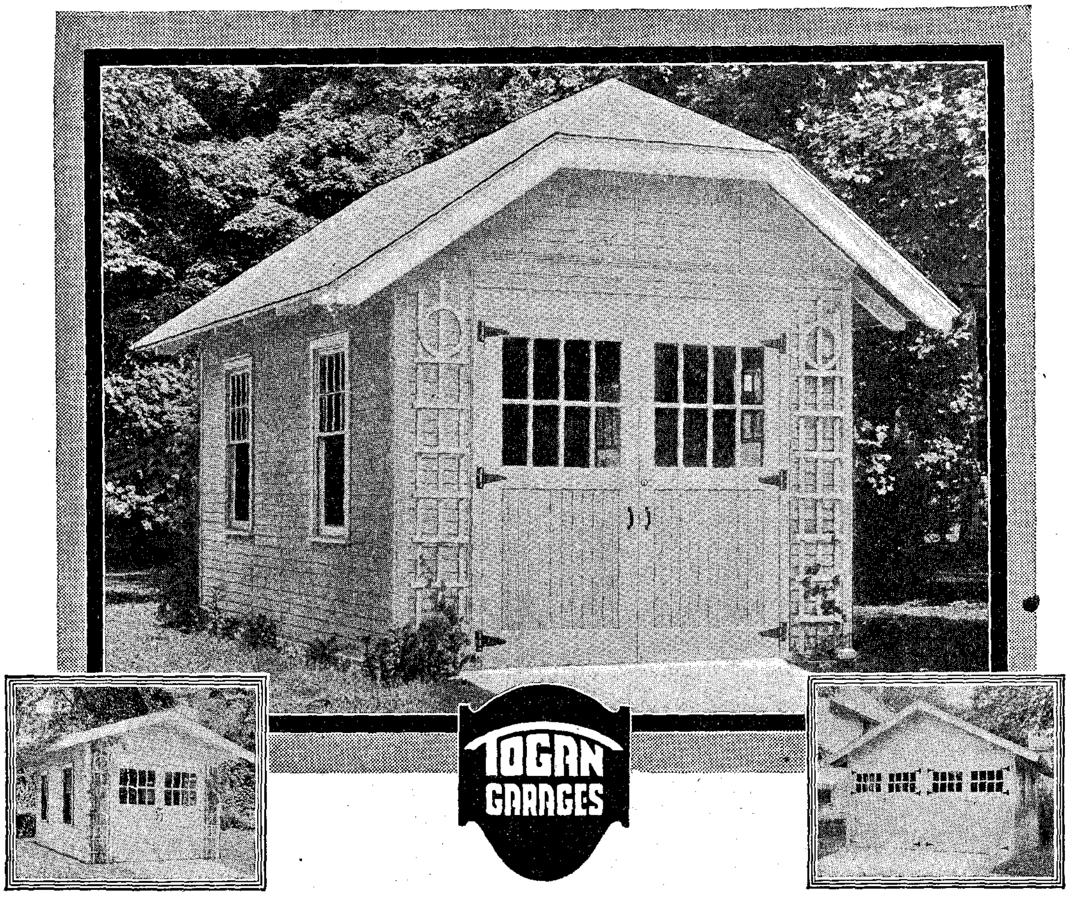
As early as May 25, 1916, Mr. Lansing put himself on record as against the League, at least such a league as the President advocated. He argues, in a way which became very familiar a few years later:

> "I do not believe that it is wise to limit our independence of action, a sovereign right, to the will of other Powers beyond this hemisphere. In any representative international body clothed with authority to require of the nations to employ their armies and navies to coerce one of their number we would be in the minority. I do not believe that we should put ourselves in the position of being compelled to send our armed forces to Europe or Asia, or, in the alternative, of repudiating our treaty obligation. Neither our sovereignty nor our interests would accord with such a proposition, and I am convinced that popular opinion, as well as the Senate, would reject a treaty framed along such lines."

Some two years later, on October 27, 1918, a month after the President's "exceptionally strong address at the Metropolitan Opera-house," Mr. Lansing put his thoughts on the President's League plan, as then outlined, in the following way:

> "There is too much altruistic cooperation. No account is taken of national selfishness and mutual suspicion which control international relations. It may be noble thinking, but it is not true thinking. What I fear is that a lot of dreamers and theorists will be selected to work out an organization instead of men whose experience and common sense will tell them not to attempt anything that will not work."

Another vital point of difference between the President and his Secretary arose when it came time to discuss the International Council of the League of Nations. Lansing submitted some suggestions intended to provide "an equality of nations." No special privileges were to be granted to the major Powers in the conduct of the organization. The rights and obligations of one member of the League were to be no more and no less than those of every other member. It was "based on international democracy," and denied the "international aristocracy" which appeared with the "primacy of the Great Powers and the acknowledgment that, because they possess the physical might, they had a right to control the affairs of the world in times of peace as well as in times of war." More than for most other "betrayals of principle," Mr. Lansing berates the President



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for the undemocratic and "fundamental error of creating a primacy of the Great Powers" after the President himself had declared:

> "The equality of nations upon which peace must be founded if it is to last must be an equality of rights; the guaranties exchanged must neither recognize nor imply a difference between big nations or small, between those that are powerful and those that are weak. Right must be based upon the common strength, not the individual strength, of the nations upon whose concert peace will depend."

Since it was apparent that the League idea would prevail, Mr. Lansing endeavored to substitute so-called negative for affirmative guaranties. The President's plan of enforcing the peace by force of arms, he argued, would result merely in a continuation of the old system of alliances and balances of power, for which Clemenceau was arguing as late as December 30, 1918. Such a system, he declared, amounted to "a practical continuance of the alliances formed for the prosecution of the war."

"Self-determination" also stirred Mr. Lansing to objections. The phrase, he complains, is merely another way of stating that ancient and famous one, "consent of the governed," which, he adds, "has for three centuries been repeatedly declared to be sound by political philosophers and has been generally accepted as just by civilized peoples, but which has been for three centuries commonly ignored by statesmen because the right could not be practically applied without imperiling national safety, always the paramount consideration in international and national affairs." He objected in a note dated September 20, 1918:

> "The phrase is simply loaded with dynamite. It will raise hopes which can never be realized. It will, I fear, cost thousands of lives. In the end it is bound to be discredited, to be called the dream of an idealist who failed to realize the danger until too late to check those who attempt to put the principle in force. What a calamity that the phrase was ever uttered! What misery it will cause!"

The idea was made one of the bases of peace, he continues, and already "the impracticability of the universal or even the general application of the principle has been fully demonstrated." With passing reference to our own War of the Rebellion, where victory should have gone to the South on a pure basis of self-determination, he mentions some striking examples of the abandonment of the principle in the Treaty of Versailles.

Against the system of mandates, as proposed by Premier Smuts, of South Africa, and included in the Covenant, Mr. Lansing brings to bear all his batteries. "The mandates were a subterfuge which deceived no one," he declares in a chapter which takes the scheme up from its inception through its final working out in to-day's division of the world's territory. He brings in a new indictment, in addition to the common one that it is merely a method of "taking enemy territory as the spoils of war":

> "If the colonial possessions of Germany had, under the old practise, been divided among the victorious Powers and been ceded to them directly in full sovereignty, Germany might justly have asked that the value of such territorial cessions be applied on any war-indemnities to which the Powers were entitled. On the other hand, the League of Nations in the distribution of mandates would presumably do so in the interests of the inhabitants of the colonies and the mandates would be accepted by the Powers as a duty and not to obtain new possessions. Thus under the mandatary system Germany lost her territorial assets, which might have greatly reduced her financial debt to the Allies, while the latter obtained the German colonial possessions without the loss of any of their claims for indemnity."

The secret and roundabout methods of the Peace Conference also roused objections from Mr. Lansing. Five days after the Italian Premier and his Minister of Foreign Affairs had departed from Paris, he writes, he had a long interview with a "well-known Italian diplomat," who has been very active in the secret negotiations regarding the Italian boundaries. Mr. Lansing wrote of this interview at the time:

> "He exclaimed: 'One tells you one thing and that is not true; then another tells you another thing and that, too, is not true. What is one to believe? What can one do? It is hopeless. So many secret meetings with different persons are simply awful.' He threw up his hands. 'Now we have the result. It is terrible!'
>
> "I laughed and said, 'I conclude that you do not like secret diplomacy.'
>
> "'I do not; I do not,' he fervently exclaimed. 'All our trouble comes from these secret meetings of four men [referring to the Big Four], who keep no records and who tell different stories of what takes place. Secrecy is to blame. We have been unable to rely on any one. To have to run around and see this man and that man is not the way to do. Almost all sympathize with you when alone and then they desert you when they get with others. This is the cause of much bitterness and distrust. Secret diplomacy is an utter failure. It is too hard to endure. Some men know only how to whisper. They are not to be trusted. I do not like it.'"

Shantung, the Secretary objects, represents "a sacrifice to propitiate the threatening Moloch of Japan." Japan, he says, used the President as a catspaw, with a threat to leave the conference if she had to give up the seized German territory. The threat was mere bluff, declares Lansing. He continues:

> "No plea of expediency or of necessity excused such a flagrant denial of undoubted right. The popular recognition that a great wrong had been done to a nation weak because of political discord and an insufficient military establishment, in order to win favor with a nation strong because of its military power and national unity, had much to do with increasing the hostility to the Treaty and preventing its acceptance by the Senate of the United States. The whole affair furnishes another example of the results of secret diplomacy, for the arguments which prevailed with the President were those to which he listened when he sat in secret council with Mr. Clemenceau and Mr. Lloyd George."

The very mixed reports as to Mr. Lansing's views on the Treaty of Versailles at the time of its delivery to the German delegates are put straight in a final chapter on "The Bullitt Affair." "As to the conduct of Mr. Bullitt, who had held a responsible position with the American Commission at Paris, in voluntarily repeating a conversation which from its nature was highly confidential," writes Mr. Lansing, "I make no comment." The portion of the Bullitt statement which was considered especially startling in view of the President's appeals to the people in behalf of the Treaty, and especially the League of Nations, is given as follows:

> "Mr. Lansing said that he, too, considered many parts of the Treaty thoroughly bad, particularly those dealing with Shantung and the League of Nations. He said: 'I consider that the League of Nations at present is entirely useless. The Great Powers have simply gone ahead and arranged the world to suit themselves. England and France have got out of the Treaty everything that they wanted, and the League of Nations can do nothing to alter any of the unjust clauses of the Treaty except by unanimous consent of the members of the League, and the Great Powers will never give their consent to changes in the interest of weaker peoples.'
>
> "We then talked about the possibility of ratification by the Senate. Mr. Lansing said: 'I believe that if the Senate could only understand what this Treaty means, and if the American people could really understand, it would unquestionably be defeated, but I wonder if they will ever understand what it lets them in for.'" (Senate Doc. 106, 66th Congress, 1st Session, p. 1276.)

The ex-Secretary writes that he "found it impossible to make an absolute denial," so he telegraphed the President, "stating the facts and offering to make them public, if he considered it wise to do so." The important part of this telegram, which the President suppress, is given by Mr. Lansing thus:

> "Bullitt on the 19th asked to see me to say good-by and I saw him. He elaborated on the reasons for his resignation and said that he could not conscientiously give countenance to a treaty which was based on injustice. I told him that I would say nothing against his resigning, since he put it on conscientious grounds, and that I recognized that certain features of the Treaty were bad, as I presumed almost every one did, but that was probably unavoidable in view of conflicting claims. Bullitt then discust the numerous European commissions provided for by the Treaty on which the United States was to be represented. I told him that I was disturbed by this fact because I was afraid the Senate, and possibly the people, if they understood this, would refuse ratification, and that anything which was an obstacle to ratification was unfortunate, because we ought to have peace as soon as possible."

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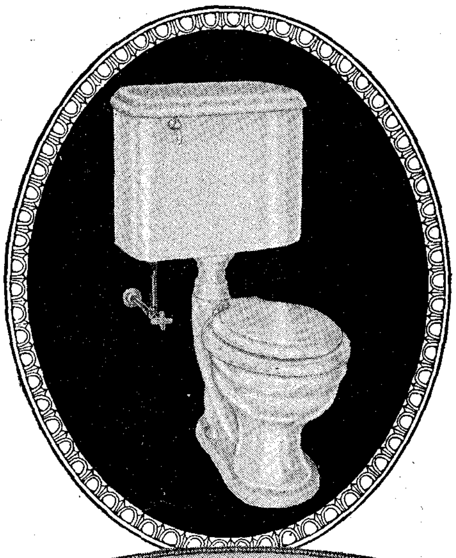

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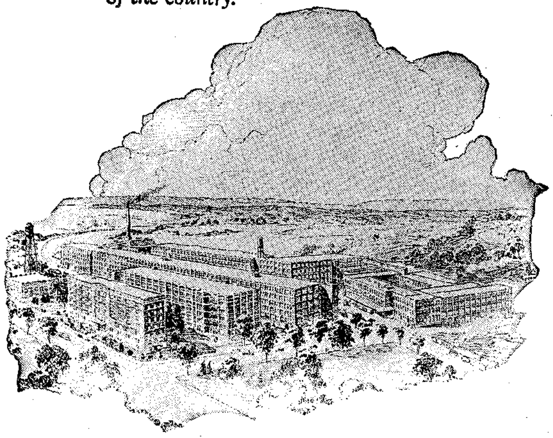

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CHICAGO'S "KID" POLICE CHIEF—AND HIS CRIME-CURE

HE IS THE YOUNGEST police chief thus far discovered in any of the large cities, he doesn't even own a uniform, he had no previous police experience, and yet Charlie Fitzmorris's success in cleaning up crime and vice in Chicago "has aroused interest in civic circles all over the world." So says Hugh S. Fullerton, the sports writer, who confesses that he had a hand in the early career of Chicago's "kid chief of police," and has been expecting large things of him ever since. The sports writer discusses Fitzmorris from an intimate "I-knew-him-when" view-point. "This untrained kid, without knowledge of police methods, without a taste for criminal investigation," writes Fullerton, "with only a level head and a sense of honesty, has accomplished more in Chicago in a year than his trained predecessors ever could accomplish—or ever would have accomplished with their methods." He continues more specifically, in the New York *Evening Mail:*

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YOUNG BUT EFFICIENT.

"Charlie" Fitzmorris when a schoolboy won a race around the world. As Chicago's youngest chief of police he has made a record fight against the "crime-wave." "I'd rather keep a man from committing a crime than catch him afterward," is one of his explanations of his success.

He took charge in Chicago, with a broken, disorganized, graft and politics-ridden force; got that force to work; got loyalty and obedience, and Saturday he showed me a telegraphic report from Chicago on the crimes of the day. In all Chicago in twenty-four hours there had been but three crimes, all minor robberies.

And this because an untrained kid with a sound head worked out his own ideas.

You may see that I am a bit proud of Charlie Fitzmorris, because I helped find him and helped train him. It seems only a short time ago. A newspaper publisher had an idea that he would have three schoolboys race around the world and beat all records. One was to come from New York, one from Chicago, and one from San Francisco. They were chosen by votes of the readers. In Chicago the votes came in by basket lots, and three days before the end of the campaign the leaders were Schwartzmeister, Grabasky, and Fitzmorris. I'm not certain the first names are the correct ones, but you get the idea? I ask you, with Jim O'Shaughnessy counting the votes, who won?

Anyhow, when time came for Fitzmorris to start we had to tear the good-looking, clever little youngster from his mother's arms and put him aboard the train. But once started, how he did go! He broke all records, won by something like four days, and when he got through school he went to work on the paper.

Quiet, soft-spoken, smiling, and obliging, he was the office favorite, but under that little tinge of Irish blarney he was a loyal and devoted worker and as firm as iron in matters of principle.

Three Chicago mayors, one Democrat and two Republicans, picked him as their secretary, and no one cared what his politics was. He did his work. When "Big Bill" Thompson entered upon his tempestuous career as mayor he kept Charlie, and when chief after chief failed and the Police Department went to pieces Thompson worried. One morning he called his young secretary in and told him to be chief of police. Fitzmorris was groggy, sparred for a few minutes trying to realize it, and accepted. He made one proviso: That he was to run the department to suit himself, without interference from the mayor or from any one else.

Having accepted, he took off his coat and went to work to learn the job and do his work just as he had done everything else he tackled.

The grafters and the politicians grinned and made ready for the feast. They reckoned not on the firmness behind the merry blue Irish eyes and the quiet smile. And the lamb turned around and chased the wolves.

"They've done everything to me except to make me wear a uniform," the young police chief laughed. "I haven't even one to wear at a parade, and I never have worn a brass button."

"Yes, I have," he corrected quickly. "When I was a kid down in the stock-yards I had a policeman's uniform, but that was when I was seven, and I never expect to wear another.

"When 'Bill' (you see out in Chicago in our set we call each other 'Bill' and 'Doc' and 'Fitz' instead of using titles) sprang this on me I was dazed for a few weeks. I didn't know anything about police business, and had no experience excepting what I had picked up as a reporter, and you know most of the time they herded me in the office.

"But when a fellow gets thrown up against a job of which he has little knowledge, the thing to do is to get to work and learn something about it. I have honestly enjoyed being chief.

"How did I do it? Well, the first thing I did was to tell the captains that I didn't know a darned thing about police systems and that we would go right along with their system and try it out until I knew whether it worked or not. Just stalled for time.

"I didn't need to call any conferences of captains, because I see them every day, but I got the mayor to call a meeting of all the lieutenants and sergeants in the department and to tell them that I was boss and had complete power to do as I pleased.

"I wanted them to understand that, whether I was right or wrong, I was going to be boss and that what I said went. I felt perfectly certain I would be wrong a lot of times, and I knew that without the loyal support of the men who do the work there wasn't a chance to do much. Some of them thought it was a bluff. There was one fellow who had been powerful for years politically and in the department. I discovered that he was lying to me and covering up two officers who had been 'wrong.' I told him I knew the men were guilty, but what I wanted to know was whether he was protecting them. When I found out that he was I fired him.

"There was a yelp, of course. But the mayor stuck with me. He told them that I was running the department and what I said went. The Civil Service Commission refused to back him, and the big fight was won."

After the new police chief began to learn the game, he says, he found that "the great trouble with police departments is that there is no way to reward policemen for doing good work." The case is even worse, it seems:

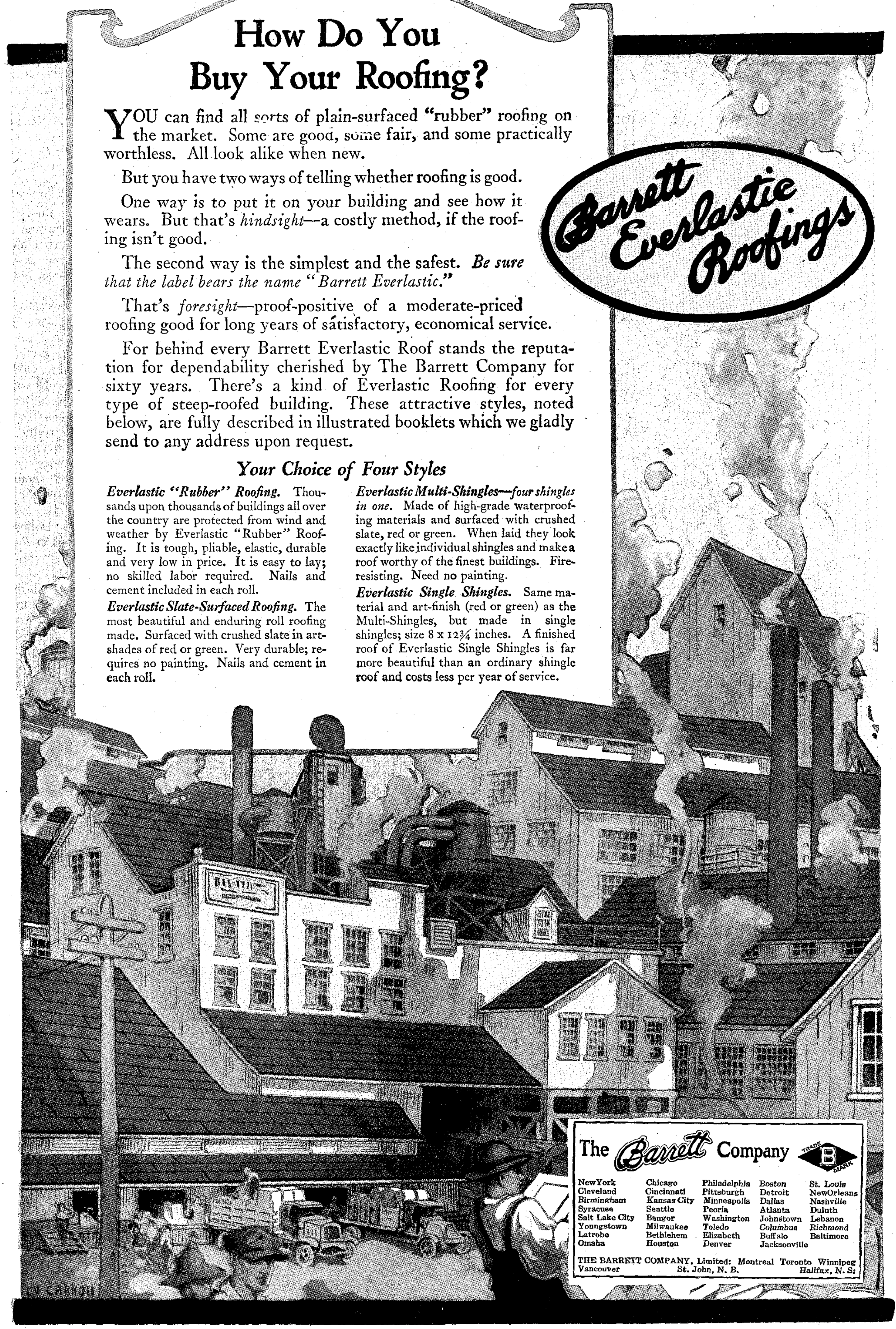
"In the majority of cities a policeman really is punished for doing good work. If he makes an arrest he must appear in court on his own time to prosecute. If he accepts any reward he may be tried and expelled. The chief can not promote him because of rules. Under that system the loafer who never makes an arrest and who dodges trouble sticks, and the capable, efficient officer loses time and sleep and has kicks made against him by people who think they have pulls. I cut out the pulls.

"Then I got, or helped to get, the civil-service rules changed so that I could reward an officer who was working and trying. Under the new rules efficiency counts 50 per cent. in Chicago and I mark the papers. I know who is efficient and who is working.

"We haven't added a man to the force, and there isn't a chance for us to get more men, but we have secured better service.

"I worked along with the old system until I was convinced that it was all wrong. The theory we had been working on was to catch criminals. Catching criminals is the least part of police work and the least valuable. My interest in a crime wanes when it is committed. That boat is sunk. Of course, we must catch the criminal, but, to my way of thinking, police work should be preventive and not curative.

"In Chicago we have tried it out. Recognition of good work when it was done and checking up of the loafers jazzed up the department, and we commenced to apply the move-'em-along plan. You remember that when you were a kid out snitching apples, when you saw a farmer with a pitchfork and a bull-dog you went on to the next orchard. That's the idea. Every district is responsible for keeping itself clean, and every 'copper' is responsible for keeping them moving along off his beat. If



How Do You Buy Your Roofing?

YOU can find all sorts of plain-surfaced "rubber" roofing on the market. Some are good, some fair, and some practically worthless. All look alike when new.

But you have two ways of telling whether roofing is good.

One way is to put it on your building and see how it wears. But that's *hindsight*—a costly method, if the roofing isn't good.

The second way is the simplest and the safest. ***Be sure*** *that the label bears the name "Barrett Everlastic."*

That's *foresight*—proof-positive of a moderate-priced roofing good for long years of satisfactory, economical service.

For behind every Barrett Everlastic Roof stands the reputation for dependability cherished by The Barrett Company for sixty years. There's a kind of Everlastic Roofing for every type of steep-roofed building. These attractive styles, noted below, are fully described in illustrated booklets which we gladly send to any address upon request.

Your Choice of Four Styles

Everlastic "Rubber" Roofing. Thousands upon thousands of buildings all over the country are protected from wind and weather by Everlastic "Rubber" Roofing. It is tough, pliable, elastic, durable and very low in price. It is easy to lay; no skilled labor required. Nails and cement included in each roll.

Everlastic Slate-Surfaced Roofing. The most beautiful and enduring roll roofing made. Surfaced with crushed slate in art-shades of red or green. Very durable; requires no painting. Nails and cement in each roll.

Everlastic Multi-Shingles—four shingles in one. Made of high-grade waterproofing materials and surfaced with crushed slate, red or green. When laid they look exactly like individual shingles and make a roof worthy of the finest buildings. Fire-resisting. Need no painting.

Everlastic Single Shingles. Same material and art-finish (red or green) as the Multi-Shingles, but made in single shingles; size 8 x 12¾ inches. A finished roof of Everlastic Single Shingles is far more beautiful than an ordinary shingle roof and costs less per year of service.

The Barrett Company TRADE B MARK

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THE BARRETT COMPANY, Limited: Montreal Toronto Winnipeg Vancouver St. John, N. B. Halifax, N. S.

TRADE MARK R STERLING

Heppelwhite Sterling Silverware that never grows old.

THERE is a beauty that endures. You compare Heppelwhite Sterling Silver with other patterns and instinctively you say: "*Give me Heppelwhite.*" The reason is, that Heppelwhite is a design which for sheer loveliness is as much a masterpiece as Doric, Ionic, or Gothic Architecture.

Heppelwhite Sterling Silverware cannot grow old. It is the richest gift you can make to family or friend. A lasting gift, a possession that increases in value through the years.

Ask your Jeweler to show you Heppelwhite.

REED & BARTON
ESTABLISHED 1824
Works at
TAUNTON, MASS.
GFT

PERSONAL GLIMPSES
Continued

too much happens on any beat or in any district, we know they are not moving them along. We have caused a lot of them to move clear out of Chicago. If they refuse, then we reach down and grab them and put them away.

"Dealing with crime and criminals is a tremendous job. I am frank enough to confess, after what I have learned, that we are all groping in the dark. This applies to all cities. The styles in crime have changed. The criminals are working on modern lines, with fast autos and all the modern conveniences, and we are striving to keep up. Prevention under the circumstances is not only easier but better than cure.

"We will have to recognize the fact that 90 per cent. of all criminals are diseased, either in mind or body, before we can accomplish great things. I know this to be true. Crimes of violence, hold-ups, attacks on women, etc., are the work of diseased persons. Therefore the greater part of them are preventable when a perfect system of examining that class is found. Even an imperfect system, with policemen accountable for the conduct of those on their beats and expected to know them and their habits, will prevent a greater part of them.

"The time must come when the Police and Health departments of the great cities must be combined to get efficient preventive work.

"It is because of the fact that normally healthy persons do not commit crimes that I am so much interested in athletic sports. For athletics is one of the great preventives of crime and vice. I think compulsory athletics for all boys would do more than the police force can do in preventing crime. The 'waves' of crime rise and fall with the mental and physical health of any community. And athletic sports bring health."

Charlie laughed almost bashfully at his own earnestness.

"I'm getting so I'll lecture pretty soon," he said. "But a fellow gets interested in his job. But it's just this way: I'd lots rather know I had kept some kid from committing a crime than to capture him after he has committed it. I'm that strong for the theory that I know that in some cases a good physic and a hot bath have kept many a poor kid from becoming a hold-up man and perhaps a murderer.

"There are lots of new problems springing up. Many of the crimes now are committed by drug victims. There has been a tremendous increase in the use of drugs since prohibition went into effect, and some of the hooch they are circulating seems to have as bad an effect as dope.

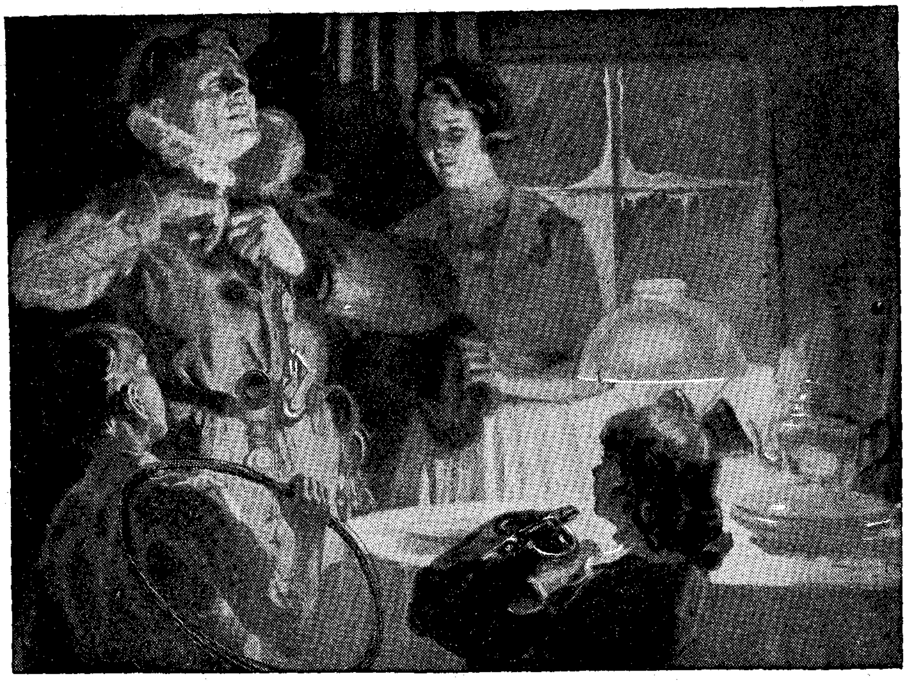
"We haven't had much trouble with the prohibition problem out home. I told the Federal agents that the Chicago police can take care of all the liquor in the town and all that can be made there surreptitiously, but that if the Federal Government continues to issue permits and try to flood us with booze we will refuse to mop it up for them.

"It is not fair to Chicago or to the Police Department for the Federal Government to issue wholesale permits to bring booze into Chicago and then ask us to drop all our other work and spend the time trying to prevent the sale of the stuff. We have other trouble. Let them cut off the supply and we'll enforce the law without much trouble."

WISE WOMEN WHO DRESS LIGHTLY

WEARING too many clothes is a more fertile cause of ills in cold weather than trying to get along with too few—at any rate, this is the opinion of a medical correspondent of *The Guardian* (Manchester, England). He supports it by pointing to the low-cut dresses of our wives and daughters, and asking whether women are contracting more cases of pneumonia than men. Colds, he reminds us, are primarily due to infection, and are related to skin temperature only in a very obscure way, not yet well understood. At any rate, where there are no microbes, no amount of exposure can bring on a cold, as arctic explorers have frequently testified. We read:

> A few years ago, when the open-work front and the low-cut blouse adopted by women were a novelty, these garments raised a storm of protest from timid people, who nicknamed them at once "pneumonia blouses." But the mysterious power of fashion, as it always does, ignored argument, and proved itself as indifferent to unreason as it always has been to reason. The habit of leaving the neck and upper part of the chest exposed to sun and wind became universal, without any apparent effect on the sickness or mortality rates of women.
>
> Male fashions, on the contrary, have tended to increase the layers of unnecessary clothing worn. Man drapes his neck with a muffler over the vest, shirt, waistcoat, and coat, and then very often adds an overcoat to the burden he carries. It is now suggested that these differences in habit or fashion indicate that woman is the more robust of the two sexes and man the weakling. I have not the Registrar-General's figures by me, but I doubt if they would bear out the statement.
>
> Practically all respiratory affections, from a "cold in the head" to pneumonia, are the result of infection by microorganisms. The influence of changes of temperature in producing them is obscure, much exaggerated, and little understood. In the arctic regions, where the air is free from microbes, it is impossible to "catch cold." Captain Wellman tells us how he tried to do so. He worked until he was bathed with sweat that froze on him, then melted a pool in an iceberg and sat in it till it also froze. The experiment was a failure, inasmuch as no "cold" supervened.
>
> There remain, however, some cases in which a causal connection between exposure and the development of respiratory disease does seem to exist. The physiological explanation of such a connection is by no means simple. It is certainly not because any cooling of the surface of the body can directly affect the condition of the internal organs. It is a matter of the very delicate nervous mechanism which regulates the temperature of the body in health. 'Wrapping up' tends to weaken that mechanism by interfering with its function. Within reasonable limits of comfort, therefore, clothes should be as few and as light as possible, and should vary as little as possible with the seasons. The optimum amount of clothing will vary with each individual mainly in proportion to the sentitiveness of his heat-regulating or "vasomotor" mechanism. That amount can only be discovered by the individual for himself. But few people realize the amount of muscular fatigue involved in wearing an overcoat all day."



Loyalty to Public Service

Almost daily something happens, somewhere in this broad land, that strikingly proves the loyalty and devotion of Bell Telephone employees.

Storm, flood, fire, tornado, explosion, wreck are met in a manner that emphasizes the spirit of service underlying the daily work of telephone people.

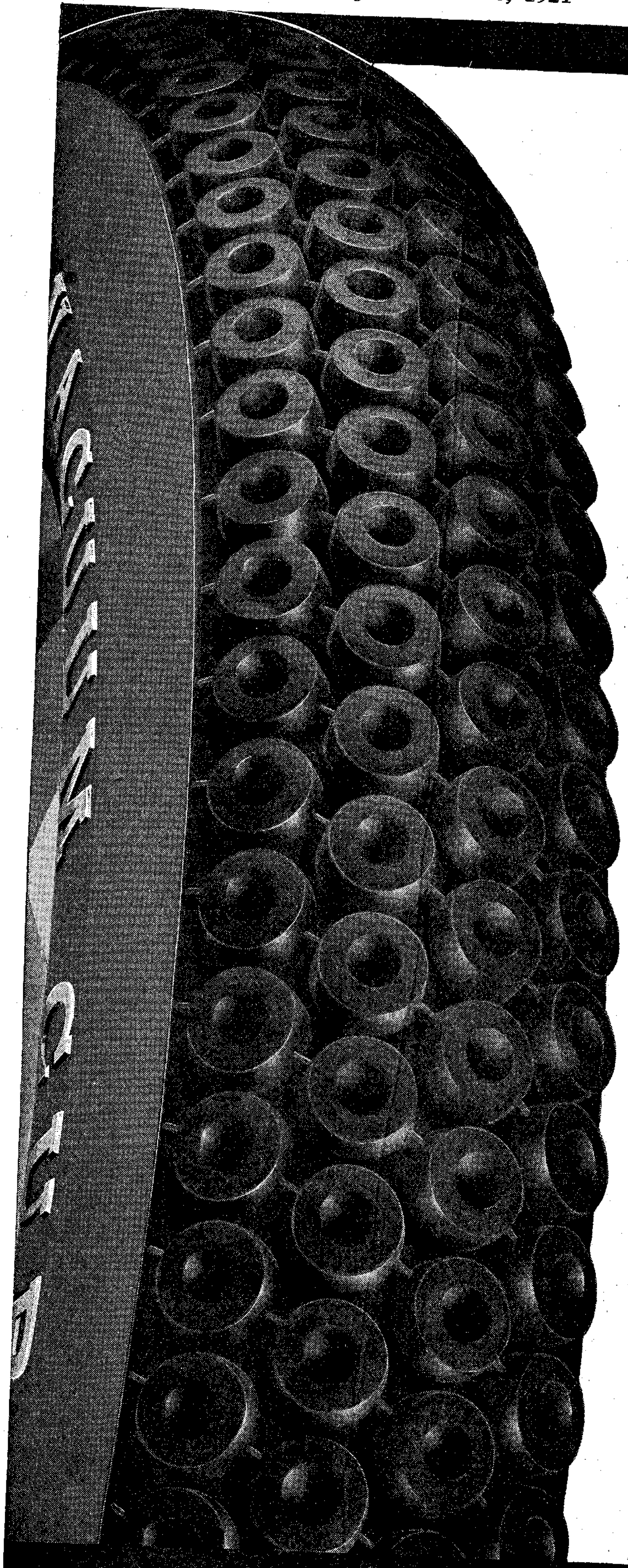
This loyalty, this thought of "service first", is more than devotion to an organization, great and fine as that may be. It is devotion to the whole telephone democracy, to the millions who form the telephone-using public.

And it is this same spirit of responsibility to the people which has strengthened thousands of telephone employees during the hard period of after-war reconstruction.

This spirit of service is being handed on to the new employees who have come to help us meet the enlarged demands now being made upon the telephone.

If all the facts were known, workers such as these would receive nothing but appreciation and encouragement from the public.

AMERICAN TELEPHONE AND TELEGRAPH COMPANY
AND ASSOCIATED COMPANIES
One Policy One System Universal Service
And all directed toward Better Service



Around a wet, slippery corner at thirty-five miles an hour!

That is the test Vacuum Cup Tires withstood last August in the Safety First demonstration, the feature event of the third annual convention of the National Traffic Officers' Association at San Francisco.

Such *conclusively proved safety* as this gives the thoughtful car owner the greatest sense of security, knowing that the Vacuum Cup Tread is *guaranteed* not to skid on water-wet, oil-slippery pavements.

While Vacuum Cup Cord and Fabric Tires always are sold at approximately the price of *ordinary* makes, the Company pledges itself never to change its highest-quality standard.

Adjustment basis—per warranty tag attached to each casing:

Vacuum Cup Fabric Tires	*6,000 Miles*
Vacuum Cup Cord Tires	*9,000 Miles*

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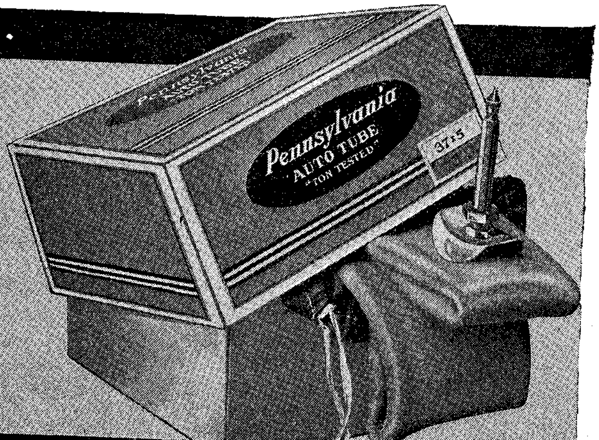

THAT IMPORTANT PERSON, THE PRESIDENT'S SECRETARY

THERE ARE FEW JOBS in Washington, even in the Cabinet, more important than that of secretary to the President, writes a veteran newspaper correspondent, stirred to action by Harding's appointment of George B. Christian. The newspapers all over the country, in apparent corroboration, gave rather more space and attention to Mr. Christian's appointment than they devoted to most of the new Cabinet heads. "As secretary to the President, George B. Christian is the medium through which the public knows what goes on in the White House," telegraphs a Washington correspondent of the New York *World*. "The appointment of Mr. Christian was one of President Harding's last awards for faithful service before going into the White House. Formerly a Democrat, Mr. Christian came to Washington when Mr. Harding was elected Senator from Ohio, and has been with his present chief ever since."

Taking up the general subject of Presidential secretaries, a writer in the Newark *Ledger* prophesies that "some day not far in the future a woman will be appointed secretary to the President." These reasons are advanced:

> It is exactly the job for a woman, because it involves the handling of an immense number of details. Women are the great systematizers of detail; in this respect men can not compare with them. For this reason it is that nowadays the heads of huge corporations and other big business concerns commonly employ women in a secretarial capacity.
>
> The President of the United States is the head of the biggest business concern in the world. Many things of great importance constantly occupy his mind. He has no time to bother with lesser matters, which nevertheless must receive attention.
>
> The President does the thinking. Others must see that the affairs of his office run smoothly. A letter or other paper suddenly needed must be instantly forthcoming. Information about the status of an appointment or any one of a thousand other things must be furnished on demand. The cleverness developed by many a woman secretary in work of this kind is nothing short of marvelous.

The writer announces boldly that "the President's secretary is in reality a much more important official than any member of the Cabinet. It would hardly be an exaggeration to say that he is more important than all the members of the Cabinet put together." For—

> If the executive departments were left without heads they would run along about as well; but without a secretary the President could not get on at all.
>
> One important function of the secretary is to act as a buffer between the President and people who want to see him. Save in very exceptional cases, nobody can obtain an interview with the President without a previous appointment, which only the secretary (unless by his chief's special direction) is empowered to make.
>
> To get such an appointment is exceedingly difficult—indeed, almost impossible for any ordinary person. It has to be made difficult because otherwise the President would have no time to attend to his business. A great financier or influential politician may come 1,000 miles to see the President, and yet be obliged to content himself with a brief talk with the secretary. It is desirable not to offend important people, and so the secretary must be a man of infinite tact.
>
> The secretary takes care of all matters of routine. When the President comes to his office in the morning he does not even know what are his engagements for the day. He finds them typewritten on a sheet of note-paper, on his desk. Senator So-and-so is to see him at 10 A.M. At 10:15 the second assistant Secretary of State will be on hand to be consulted on a certain diplomatic matter. A deputation from the New York Chamber of Commerce is to be received at 10:30 o'clock; and so it goes right along, with an hour's interval for lunch.
>
> Mr. Roosevelt was more informal than most Presidents. Twenty minutes before lunch-time each day his official valet, a government employee, appeared in his private office and proceeded to shave him while, his face covered with lather, he kept on conversing with his visitors. Now and then he would stroll out into the secretary's room and shake hands with anybody found there. Commonly he would say to one person and another, "Come and have lunch with me!" and would take them with him to share his nooontide repast, at which he did most of the talking.
>
> Up to Mr. Roosevelt's time the business offices of the White House were in the mansion proper, directly over the East Room, so that visitors came in at the front door and climbed a flight of stairs to reach them. Across the main corridor on the second floor was placed a screen to shut off the offices from the private quarters of the President's family.
>
> The arrangement was certainly deplorable. Sofas along the walls of the corridor, into which the President's own office opened directly, provided seats for persons anxious to see him or his secretary. The secretary's room adjoined that of the President, and on the opposite side of the corridor were rooms for clerks and the telegraph-room.
>
> Mr. Roosevelt tore the mansion literally to pieces, spending for the purpose $555,000, or nearly twice as much money as it originally cost. As one result, the former office quarters in the White House are now five bedrooms, and all executive business is transacted in a small one-story annex a couple of hundred feet to the west of the main building, with which it is connected by a terrace. The President, to reach his office or return therefrom, walks through the terrace, and so does not appear in public view.
>
> Mr. Wilson, soon after he came to the White House, doubled the size of the business annex, extending it over part of the ground which Mr. Roosevelt laid out as a tennis-court. It was thus made far more commodious; and the President's office, on the south side, is a large and sunny room, with a big bay window that looks out toward the Washington Monument. His seclusion during work hours is as complete as could be desired.

Every letter that reaches the White House, we are assured, is read, and a rule requires that to every one a courteous reply shall be made. A dozen clerks attend to this business. They even read and answer the letters addrest to the President's wife; for multitudes of strangers write to her also. Private letters, "recognized as such by a sort of instinct," alone pass unopened. Letters demanding the secretary's personal attention are referred to him. As for his other duties:

> The President's secretary is the mouthpiece of the President. When he speaks it is *ex cathedra*. If a communication is to be made to the public on any subject not so important as to require a formal proclamation, it is the secretary who utters it, usually through the medium of the newspapers.
>
> Speaking of proclamations, there is always one given out from the White House in advance of Thanksgiving. Others there may be on routine occasions, such as Flag day. But the President does not write them; they are prepared for him, and submitted to him by his secretary for signature. Letters of congratulations and condolence addrest by him to foreign potentates for births and deaths are written in the Department of State.
>
> The official residence of the nation's chief is called in the laws the President's House, and with this name much of the old silver and china belonging to the establishment is marked. When Mr. Roosevelt arrived on the scene he found large stacks of note-paper and letter-paper stamped with the words "Executive Mansion"—a title adopted by Mr. Cleveland, who delighted in big words. "Throw out that junk!" said he to his secretary; and, by his direction, all of the stationery was hereafter headed simply "White House."
>
> The secretary to the President was no more than a head clerk in the executive office up to Cleveland's first administration. But Cleveland brought with him to Washington a very remarkable young man named Daniel S. Lamont, who had served him in a like capacity in Albany. Lamont was a man of great natural ability and gifted with extraordinary tact.
>
> The man who happened to hold the post of private secretary to a President-elect is altogether likely to be appointed secretary after his chief has reached the White House. He presumably enjoys the confidence of the new President, understands his ways and policies, is accustomed to the handling of his work, and is personally acquainted with his friends. A helper with this equipment, whose efficiency is proved, can not easily be replaced.
>
> Mr. Cleveland was a man who made many enemies. He ruffled people's feelings. Lamont was suave and pleasant-mannered; he made things smooth.
>
> So popular did he become with the folk on Capitol Hill that they decided to give him a lift. He had been merely "private secretary," with a modest salary of two thousand dollars a year. They created by legislation the office of secretary to the President,

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ENDURANCE PAINT
(PREPARED)
OUTSIDE WHITE
THE GLIDDEN COMPANY

GLIDDEN

For Big Jobs and Little Ones

How about the exterior surface of your house? Why not examine it today? Possibly the old paint is chipping off so you can see the wood. Perhaps it's chalky and not giving the surface proper protection.

These are a few signs that invariably mean depreciation and property loss. The safest and most economical thing for you to do is to get a *paint of known value*—Glidden Endurance Paint—and place it in the hands of an experienced painter. Then you can depend upon the finished result. You will have a paint film that will justify itself by years of service.

But the exterior is only one of the surfaces where painting is a measure of economy. For the little things about the house—for touching up furniture and floors, for window sills, cupboards and various household articles, Jap-a-lac is just the thing.

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National Headquarters : *Cleveland, Ohio*

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- Endurance Auto Finishes
- Floorette and Wearette Varnishes
- Japspar Exterior Varnish
- Velvet White Enamel
- Superior White Enamel
- Flat Wall Finish
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too

When you need assistance in choosing colors and finishes, call upon our Department of Decoration. Look for the Glidden dealer. You can depend upon him to supply the right paint for each and every need. See the list above.

Factories: Cleveland, Chicago, San Francisco, Oakland, Reading, Baltimore, New Orleans, St. Louis, St. Paul, Brooklyn, Toronto.

Branches: New York, Chicago, Kansas City, Boston, Scranton, Evansville, Birmingham, Baltimore, Pittsburgh, Portland, Atlanta, Dallas, Houston, Beaumont, El Paso, Olympia, Wash.; Des Moines, Memphis, Seattle, Oklahoma City, Montreal, Winnipeg. *Stocks in principal cities.*

PAINTS

PERSONAL GLIMPSES
Continued

with pay at the rate of five thousand dollars. The job for the first time was made one of dignity and decent emolument.

When Lamont relinquished his place at the end of the first Cleveland Administration, it was with such a reputation that "big business" welcomed him with open arms, and within a few years he was rated a multimillionaire. The secretarial job at the White House has provided in more than one instance a stepping-stone to wealth.

Benjamin Harrison's secretary was Elijah Halford, an agreeable gentleman who was not particularly well fitted for the position. His successor, under Mr. Cleveland, was named Thurber. As secretary, he made rather an indefinite impression.

President McKinley's first secretary was a young man from Connecticut named John Addison Porter. It was during his incumbency of that office that by mere chance there was a hurry call for a stenographer at the White House. The shorthand writer who was accustomed to take the President's dictation was sick, or had resigned, or something, and Mr. Porter telephoned to the Post-office Department asking that a first-class man be sent over at once.

There was at that time in the post-office a clerk who was an exceptionally fast shorthand man. His name was George Bruce Cortelyou. Somebody suggested that he be dispatched for the emergency job, and half an hour later he was in the President's office. He never went back.

Cortelyou made a most efficient secretary. A man of suave and graceful manner gifted with exceptional tact, he was a born diplomat. He never refused anybody anything. Somebody once called him the great American promiser. Even if the person calling upon him was a total stranger, he would listen politely, write "special" on the person's card, and declare that the matter would receive immediate attention. The applicant would go away happy, and the card would drop into Mr. Cortelyou's waste-basket.

After Mr. Roosevelt came in he promoted Cortelyou to the Cabinet, in which he held successively three different places. Later, the erstwhile department clerk accepted a job at $75,000 a year as head of a big company, and to-day he is an important man in the world of finance. Of his successor, William Loeb, it will suffice to say that he was one of the ablest secretaries the White House has ever had. Mr. Taft made him Collector of the Port of New York.

President Taft had three secretaries. The first to serve in that capacity was Fred Carpenter, who was succeeded by Charles D. Norton. Neither made any marked impression; but the third, Charles D. Hilles, fitted the job most satisfactorily. An able man, and generally popular, he served as Taft's political manager during his unsuccessful campaign for reelection. He is now a banker.

Woodrow Wilson's secretary, Joseph P. Tumulty, is a politician. He has proved himself a capable man, and, as might be taken for granted, he possesses the fullest confidence of his chief, who does not readily bestow his trust, and is not by any means easy to get along with harmoniously.

Sooner or later we shall have a President-elect whose private secretary is a woman. He will make her his secretary at the White House, and, lo! a power in petticoats will stand behind the throne of the nation's chief.

CHAMP CLARK, "ALMOST PRESIDENT"

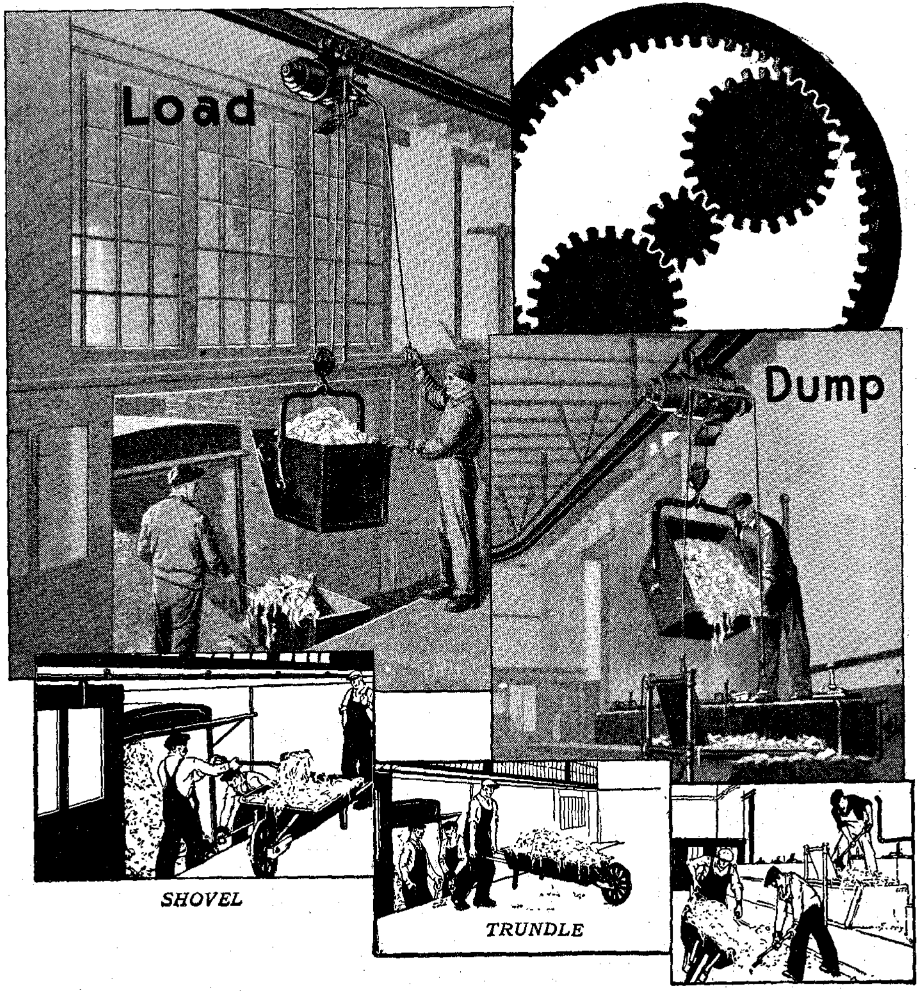
THE Missouri mules that Champ Clark wanted to drive from the White House to the Capitol never achieved that distinction, and the story of his thwarted career is set down as "a striking illustration of the uncertainties of American politics," but there is no lack of friends to remember him as "a kindly man, a good citizen, and an able lawmaker," a true man of the people whose personal popularity was too widespread for the limits of his own party. For nearly thirty years he was Representative of the Ninth Missouri District, and for eight years Speaker of the House, and his death in Washington on March 2 came only two days before the end of his political term of service. After the great disappointments of his life, thinks the editor of the Baltimore *Sun*, possibly he was fortunate in his death, "for his career was behind him, and he was not a man who could have enjoyed retirement." His advance to the outstanding place which he held in American politics was the result, we are told of unflagging effort and dogged persistence, coupled with an engaging and distinctive personality. Tho most commentators are agreed that he was not of Presidential stature, he is classed with the greatest of the "might-have-beens," and it is said that no man ever came nearer to the office than he did at the convention of 1912. His personal appearance, says the Buffalo *Times*, "was of an impressiveness corresponding to his intellectual power. He was physically a giant!—six feet two inches tall. An element of pioneer picturesqueness was subtly blended in him with the polish of the man of the world." The qualities which went to the making up of his character and outlook on life, Mr. Clark always maintained, were due to his early training. He was born on March 7, 1850, in Anderson County, Kentucky, and was christened James Beauchamp Clark. His mother was a descendant of the Cavaliers of Maryland, and his father, of New England stock, Clark described thus:

> "My father was orginally a carriage- and buggy-maker. His health failing, he opened a singing school. . . . He afterward practised dentistry. He was a good carriage- and buggy-maker, a good singing-master, a good dentist, a good Democrat, a good Christian, a good citizen. The intellectual part of his head was remarkably well developed. The back part of his head, which contains the driving apparatus, was not well developed."

It was from his father, surmises the Richmond *News Leader*, that Champ no doubt received his retentive memory, his skill in anecdote, and his adaptability to all circumstances. We read:

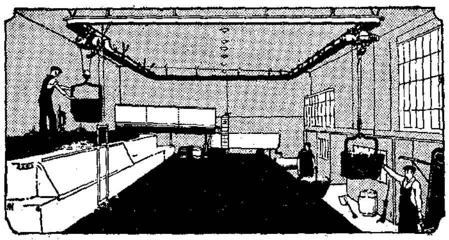
> The father was an itinerary dentist and amateur politician when Champ was a lad, and one day he borrowed for the boy a copy of William Wirt's "Life of Patrick Henry." "That book," Champ Clark

SHEPARD
ELECTRIC CRANES & HOISTS
REG. U.S. PAT. OFF.



Wheelbarrow gangs are too slow and expensive

Because "primitive" methods of rehandling retarded, rather than promoted, an expansion of business, F. A. Van Iderstine & Son, Tallow Renderers, Brooklyn, N. Y., discarded them, and installed two floor-controlled Shepard Electric Hoists which operate on overhead monorail trackage.



Above drawing shows complete overhead monorail system

Now two men dispose of a truck load of fats in five minutes—one man loading, the other dumping into cooking vats.

The hoists more than paid for themselves in less than a year; their electric current consumption showed little increase on monthly current bills; they enable Van Iderstine & Son to do more business.

Equal economies for you

In thousands of plants, factories, shops, stores, warehouses, and in places where rehandling—PICKING UP, CARRYING, AND PUTTING DOWN—is done, Shepard Electric Hoists and Cranes are on the job and are saving time, labor and money. Shepard equipment may be just the solution of a costly operation in your business—start your investigation today by sending for "The Aerial Railway of Industry" and "A Hoist Below the Hook," two mighty interesting booklets.

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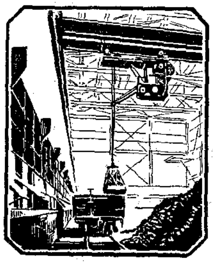

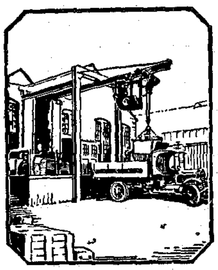
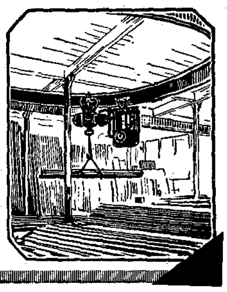

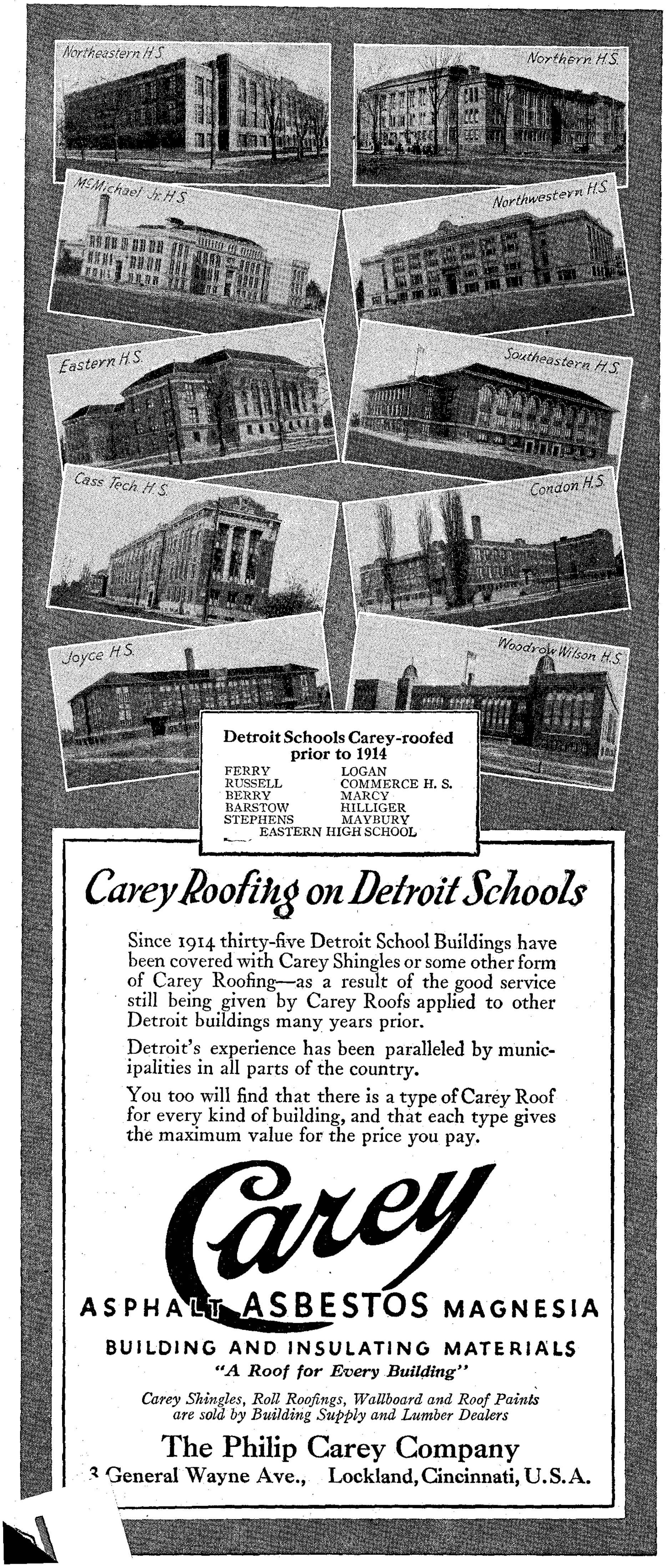

Detroit Schools Carey-roofed prior to 1914

FERRY
RUSSELL
BERRY
BARSTOW
STEPHENS
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COMMERCE H. S.
MARCY
HILLIGER
MAYBURY
EASTERN HIGH SCHOOL

Carey Roofing on Detroit Schools

Since 1914 thirty-five Detroit School Buildings have been covered with Carey Shingles or some other form of Carey Roofing—as a result of the good service still being given by Carey Roofs applied to other Detroit buildings many years prior.

Detroit's experience has been paralleled by municipalities in all parts of the country.

You too will find that there is a type of Carey Roof for every kind of building, and that each type gives the maximum value for the price you pay.

Carey

ASPHALT ASBESTOS MAGNESIA
BUILDING AND INSULATING MATERIALS
"A Roof for Every Building"

Carey Shingles, Roll Roofings, Wallboard and Roof Paints are sold by Building Supply and Lumber Dealers

The Philip Carey Company
3 General Wayne Ave., Lockland, Cincinnati, U.S.A.

PERSONAL GLIMPSES
Continued

wrote later, "made it appear that winning lawsuits and going to Congress were as easy as falling off a log, and a slippery log at that. . . . That book determined me to be a lawyer and a Congressman before I had ever seen a lawyer, a law-book, a courthouse, or a Congressman." The familiar biography had another effect. Quoting from it on one occasion, Clark was told —he still was a boy—that the passage he most admired was from Solomon's proverbs. "I began reading the Bible to see if this statement was correct and have continued to read it ever since. . . . Of all the compliments ever paid me by the newspapers since I have been in Congress, the one I value most is to the effect that I quote the Bible more frequently and more accurately than any other public man in a quarter of a century." To the Bible and Wirt's "Patrick Henry" was added in the early education of the boy "a very small book bound in red cloth, containing the Articles of Confederation, the Declaration of Independence, the Constitution of the United States, Washington's Farewell Address, and —nothing more." These three Clark read until they became a part of himself.

From common school young Clark went to the University of Kentucky, and it was there that he decided to curtail his name, in the fashion described in the New York *Herald:*

He became imprest with the idea that the name Beauchamp was not a suitable cognomen for a Democrat who intended to be President some day. He wrote home that the name was entirely too highfalutin. He informed his shocked and surprized family that he had shortened it to Champ Clark, and that thereafter letters not so addrest would not be opened. He also said that he would not even receive remittances unless they were addrest Champ Clark, and in spite of his family's protests he was thereafter known as Champ Clark.

He was not destined to become a graduate of the University of Kentucky. He got into an argument with a classmate one day and after the other man had punched Clark's nose, Clark drew a pistol and fired into the air. No one was hurt, but Clark was suspended for a period.

Clark then went to Bethany College, West Virginia, to finish his literary education. There, says the New York *Post:*

He was very poor. He rented a room in the basement of the school at $5 a year. Fellow students, the sons of wealthy farmers, out of sympathy for Clark, shared their rooms with him. During the year he was in Bethany College he led all his classes, but the faculty split over whether a one-year student should be graduated with first honors. Clark was finally awarded the honor.

The day following his graduation Clark and one of his college chums went to the residence of Alexander Campbell to visit the latter's daughters. A party of gentlemen were playing croquet on the lawn. They were the trustees of Marshall College, a State normal school, at Huntington, W. Va. The trustees told Campbell that they were seeking a president for Marshall College.

"Why," Campbell said, looking down the road as Clark drove up, "here comes now the very man you want. His name is James Beauchamp Clark. He is the brightest man that was ever graduated from Bethany College. He is the best Latin scholar, the best Greek scholar, the best Hebrew scholar, and the best German scholar."

The trustees, without waiting for an introduction to Clark, withdrew to a corner of the croquet grounds and elected him president of Marshall College. Clark was then twenty-three years old. For years it was his boast that he held the record for being the youngest college president in the United States.

After two years in West Virginia, he went, we read in the New York *Herald*, to Kansas, where he was a clerk in a store and edited a country weekly, studying law at odd times. And then, says an editorial in the New York *Evening Post:*

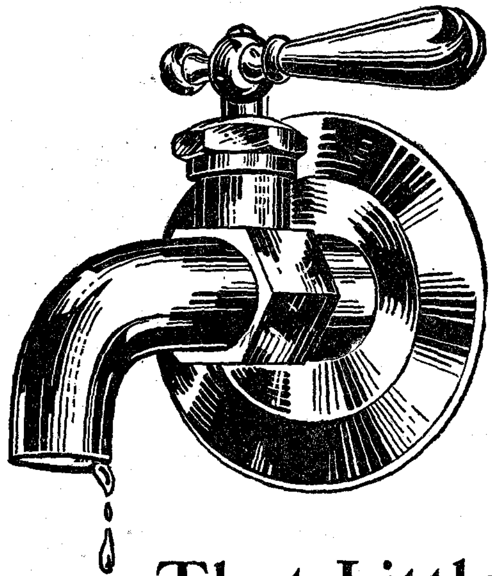
> In 1880, when he went to Pike County, Missouri, he found himself, as he wrote long afterward, "in a Congressional district where there were more Democrats in the prime of life fit to be members of Congress than in any other rural Congressional district in the United States." Yet in a dozen years he won the nomination for Congress over the Representative from that district and was elected. This triumph was not due solely to Clark's engaging personality. It was the reward of such personal campaigning as has seldom been equaled. The young lawyer made himself known to practically every voter in the district, including those in a township which had no railroad and which would ordinarily have been carried by his better-known opponent by default. That canvass, conducted in a country where swollen streams, crossed at dead of night, made hairbreadth escapes of frequent occurrence, reveals the mettle of the future Speaker. Beneath a gracious exterior lay a determination which no difficulty could daunt.

In summing up his political career, the Richmond *News Leader* says:

> His was not an exceptional career in any important respect; nor, for that matter, can it be said that Champ Clark was a leader in Congress until he had attained seniority. His great service to the country —the service that made him a contender for the Democratic nomination in 1912—was the fight he led to destroy "Cannonism" during 1909–10. There can be no doubt whatsoever that Clark's parliamentary tactics, more than anything else, made possible the overthrow of the Speaker's autocracy and the creation of the "committee on committees." This latter was Clark's own creation.

During the session of Congress just finished it had been noted that his health was failing. Within two days of the end of his term of office, says the New York *Herald:*

> Death came to Mr. Clark in the very shadow of the Capitol, and the stirring legislative battles that he has led and fought were with him to the end. He lived again in memory, as his pulses flagged, the days of the eight years during which he wielded the gavel as Speaker. Those at his bedside heard the old chieftain mutter in his last delirium:
>
> "The question is on the adoption of the conference report."



That Little Trickle is a Danger Signal!

In *your* home, perhaps, there are hours when the water merely trickles weakly from the faucets. Outside, there is the same low pressure in the fire plug. *Suppose the house caught fire?*

In many cities population has grown faster than the water supply. The pipe is too small and, where the wrong material was originally used, in such bad condition that the peril of fire and epidemics is ever present.

Your city officials know the condition of your water system. But it costs money to bring it up to date, and they are powerless to act until *you*—voter and taxpayer—are solidly behind them.

Unless your water system is adequate for emergencies and future demands, you are strangling the industrial growth of your community, and living in the shadow of a disaster.

In justice to your family, find out what the situation is in your town.

The first cast iron pipe was laid 260 years ago—*and is still in use.* Because cast iron rusts only on the surface and resists corrosion, it is the standard material for gas and water mains and for many industrial purposes.

THE CAST IRON PIPE PUBLICITY BUREAU, 165 E. ERIE ST., CHICAGO

CAST IRON PIPE

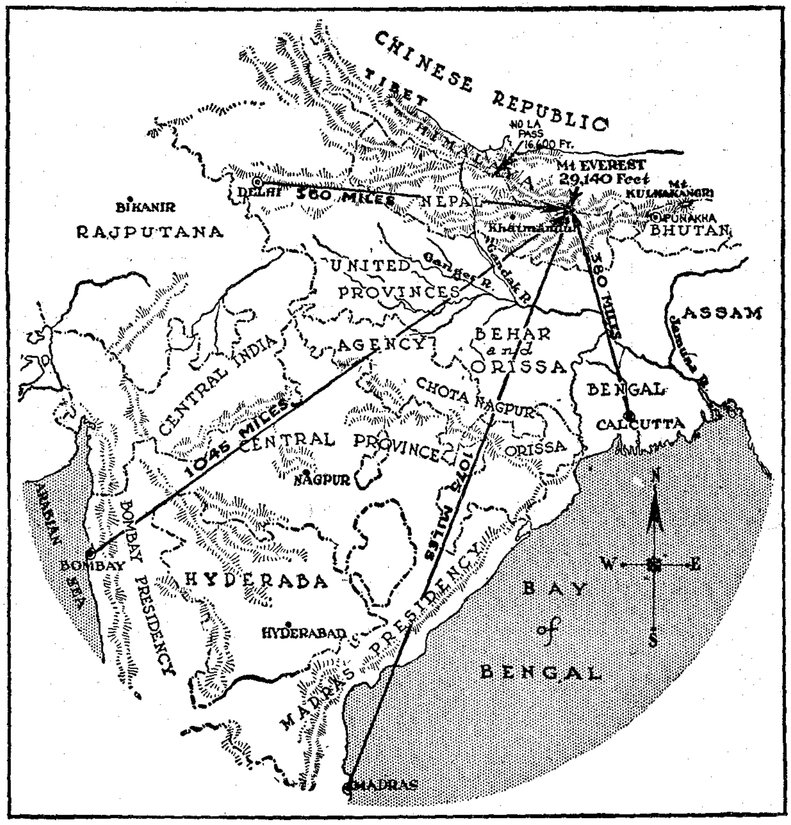
Is your home safe?

"Pipe and the Public Welfare"—an illustrated, cloth-bound book—is full of interest. Sent postpaid for 25c.

MOTORING AND AVIATION

A SPORTING CHANCE TO REACH MT. EVEREST BY PLANE

THE world's dizziest spot, the peak of Mount Everest, has thus far defied all of man's attempts to reach it, but the recent announcement that a British expedition to climb the mountain is now being planned shows that the idea has not been abandoned. As Everest is 29,140 feet high and so inaccessibly located that it has never been seen or photographed at a less distance than about 100 miles, it can easily be seen what a job confronts the aspiring climbers. In fact, it is impossible as a mountain-climbing stunt, in the opinion of Roland Rohlfs, the aviator, who flew six and a half miles high some time ago and so knows more about conditions around the roof of the world than most men. The aviator calls attention to the fact that the mere raising of a man's body to a height of 29,140 feet by its own efforts is terrific, and when, in addition to the mere climbing, one considers that from 18,000 to 20,000 feet upward the climber must carry an oxygen-tank and wear exceedingly thick and heavy clothing, the task looks like one to be performed only by a superman. Mr. Rohlfs sees a sporting chance to accomplish the feat in an airplane, however, and in an article in the New York *Herald* discusses the possibilities of flying to the coveted goal. From what the famous pilot tells us, it does not appear that even this method of reaching Everest's summit would be as easy as the proverbial rolling off a log. On the contrary, it seems to present difficulties that will tax the endurance and sportsmanship of anybody who may try it. Mr. Rohlfs specifies:



Courtesy of the New York "Herald."

TO MOUNT EVEREST AS THE PLANE FLIES.

Distances from the various Indian centers of population are shown. Aviator Rohlfs argues that an aeroplane expedition could camp within easy flying distance and wait for proper conditions to make the flight to "the roof of the world."

> The first task before an expedition which plans to send a man by plane to the summit would be to locate a base. This would not have to be a movable base, such as would be required by a mountain-climbing party. Preferably this base should be in the lee of the mountain as regards the principal prevailing wind. Two or three bases with sufficient space for a plane to land, grouped triangularly about the peak, would be better, but not absolutely necessary. The first big advantage possest by an airplane expedition would be the fact that this base could be as far as 100 miles from the peak without endangering success in the least. Of course, the nearer it was the better, but 100 miles, it would seem, would be enough allowance of distance to assure a landing-field even in the scrambled topography of this highest of all mountain chains. Some clearing of a likely spot might be necessary. The 100 miles, which would mean weeks of travel for an expedition laden with the impedimenta of a mountain-climbing expedition, would be a matter of something under an hour for the airplane.

Having their base selected and all other preliminaries out of the way, it would seem as if nothing more remained but to take off and fly to the top. But not so. It is pretty hard to tell what conditions prevail on a mountain-top 100 miles away, and so the next step would be to make a number of flights over the mountain for observation purposes. The ground would have to be examined as carefully as such a thing could be done from a plane, and it would also be necessary to find out all about the winds blowing about Everest's summit, their direction, speed, and variety. We read on:

> The two men who make the attempt must be closer than brothers, for they must, at the crucial moment in the expedition, act as one piece of machinery. They must, of course, be skilled airmen, a qualification not so unusual as before the war struck us, and they must have had considerable experience at altitude work so that they will be as much at home physically in the rare air as is possible for men to be. That isn't very much at home, I may add. During the first flight, and during all the others, they must become accustomed to read the slightest sign or motion of the other, must almost read the other's mind. Conversation, with a 400 horse-power motor roaring ahead, and with a wind carrying all utterances astern at 100 to 150 miles, is an impossible luxury six miles up, particularly since each man's face is covered by a mask and he is pulling for dear life at a tube connected with the life-giving oxygen-tank. It is sign language or nothing.
>
> In these trial flights the men must study that great summit. It may be a mere pinnacle, a shaft of rock upheaved higher than all its fellows in the birth of the world as we know it. It may be a plateau hundreds of feet across. It may be a rounded surface sloping gradually to steeper declines. But whatever the peak is, it must be studied from every side as the plane circles around it, coming nearer and nearer, but keeping sufficiently far away to prevent a chance gust from dashing the plane upon it.
>
> If the summit is a steeple of rock for thousands of feet, the expedition is through. If the summit has on or within hundreds of feet of it a comparatively level place, the size of the top of a freight-car or larger, the expedition is just starting. For on that spot I think it entirely possible to land from an airplane in full flight the man who is to have the honor of reaching the highest point on the globe.

We are told that the expedition may have to wait for days and perhaps weeks before the chance comes to make this landing. It will have to be at a time when the wind currents are just right. Naturally, one questions what a man will look like who has landed on a mountain over five miles high from a plane traveling at the rate of 150 miles an hour. Mr. Rohlfs assures us he will be alive and uninjured, "but rapidly freezing to death." As to how the landing will be made and what the man who lands will do when he is sure of his footing, we are informed as follows:

> The pilot will keep his most unwavering attention on the height of the plane above the landing-place and its zero speed while

RECEPTION

The world's need is for minds which forever keep their windows open toward to-morrow; which reach out, like the flower for the sun. In such minds lightning became electricity; steam became transportation; freedom became a democracy.

All advancement is the result of mental reception. There are flood tides in reception. For five years the nations of the earth had their habits, beliefs, ideals, and authorities overwhelmed. Age-long convictions were shattered. Men's minds staggered under the shock of the constant accomplishment of the proclaimed impossible.

Because of this upheaval the world is now being swept with waves of mental activity. Proof of this exists all about us. It is seen in the operation of business. It is strikingly found in that commercial force which gains its momentum through appeal to both the mind and the emotions—advertising.

Advertising has dug a channel through the national consciousness. This fact is important to the whole of society.

Stability of social life is, in this industrial era, dependent upon stability in industry; and there is undeniable evidence that strength and growth have been given industry by advertising.

Advertising has carried an understanding of industry into the homes of the consumers. It has induced so strong a flow of standard wares as to make advertised goods a preferred investment for the merchant.

Like many truly great forces, there is no mystery about advertising; but there is much of common sense.

N. W. AYER & SON, *ADVERTISING HEADQUARTERS*

NEW YORK BOSTON PHILADELPHIA CLEVELAND CHICAGO

"What's the best advertising medium up in Canada?"

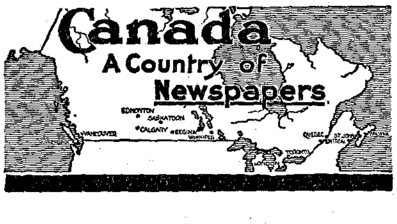
IF you want to have your goods known in Canada with as little delay as possible—if you want to reach every class of citizen, the city man—the farmer—the mechanic—if you want Canadians to know that you are after their trade aggressively, constantly—then the advertising medium for you to use is

THE DAILY NEWSPAPERS OF CANADA

These papers are published in the cities—naturally—but they circulate in surrounding towns, farms, ranches, lumber camps,—morning and evening they spread out and cover the territory all about them. If you are after Canadian trade they should carry YOUR advertising, because that is the sure, economical, direct way to secure a place in the rich, expanding markets of Canada.

Any or all of the newspapers listed below will be glad to supply you with any information relative to the market for your goods in their territory.

Place	Population	Paper
Calgary, Alta.	75,000	M. Albertan
Edmonton, Alta.	53,794	E. Journal
Halifax, N.S.	58,000	M. & E. Herald & Mail
London, Ont.	59,281	M. & E. Advertiser M. & E. Free Press
Montreal, Que.	801,216	M. Gazette E. La Patrie E. Star
Quebec, Que.	116,850	M. Chronicle E. Telegraph
Regina, Sask.	40,000	M. & E. Leader & Post
St. John, N.B.	64,305	M. Standard M. & E. Telegraph & Times
Saskatoon, Sask.	25,411	M. Phoenix E. Star
Toronto, Ont.	512,812	M. Globe E. Star
Vancouver, B.C.	135,000	M. Sun
Victoria, B.C.	55,000	M. Colonist E. Times
Winnipeg, Man.	192,571	M. & E. Free Press E. Tribune



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Prepared by Smith, Denne & Moore, Ltd., Advertising Agency, Toronto and Montreal

MOTORING AND AVIATION
Continued

his partner climbs down a weighted rope-ladder suspended from the axle of the plane He will be climbing in a wind blast of from 50 to 100 miles an hour, or even more. He will be handicapped and numbed by the icy wind. He must be carrying strapt to him not only a small oxygen-bottle with hose attached to his mask, but also a parachute folded tightly against his back. Once down on the ground or ice his first move will be to fling himself flat to the ground or catch hold of some projection to prevent himself from being carried away by the wind. A man can not live long under such conditions, even with oxygen and the warmest of warm clothes. His first step will be toward some of the padded bags containing oxygen-tanks, additional clothing, and other supplies which have been thrown near the spot upon which he first landed. These bags would be brightly colored in various hues easily distinguishable. The oxygen supply in the small bottle he carried with him would last only for ten or fifteen minutes and he must get a bigger bottle to attach to the tube projecting from his mask. If instruments for scientific observations are required they may also be contained in these bags. Unlike his theoretical rival, the climber, the man on the mountain-top can in advance decide upon taking with him anything he wishes. These bags, if they contained anything of great weight, would, of course, be planted on a previous flight made only by the pilot. The different colors would enable the adventurer to tell the difference between one containing oxygen and one with food or anything else.

While the observer is on the mountain the man in the plane will be busy taking photographs of him from the air. For this a special airplane camera attached to some part of the plane and operated by a trigger in the pilot's cockpit is used. This type, like a fixt machine gun, is sighted by heading the plane at the object to be photographed or shot and then letting go the trigger.

Fifteen minutes or half an hour after the man has landed he will be ready to leave. He has two alternatives. If the wind is still favorable he may crouch behind some rock or ice-bank while the pilot maneuvers directly over him and gradually settles down so the rope ladder, 20 or 30 feet long, dangles before him. Then up that ladder, with his oxygen-tank and parachute, he must climb to safety in the plane. If this is not feasible he still has a method of leaving the mountain. That is the parachute. As the one he carries on his back is an emergency chute of quick-descending pattern, it will be advisable to use another, which is, of course, in one of the bags previously thrown overboard. The bigger the chute the faster and further he will be carried from the peak or the edge of the precipice from which he makes his little leap. In this case he isn't at all sure where he is going to land, but he is headed for thicker air and solid earth.

As he glides downward into the almost unknown territory around the mountain the plane will follow in order to observe the spot where he lands. The maps or plans made of the country beforehand will be valuable here, for the pilot will probably be unable to land within miles of the chute jumper.

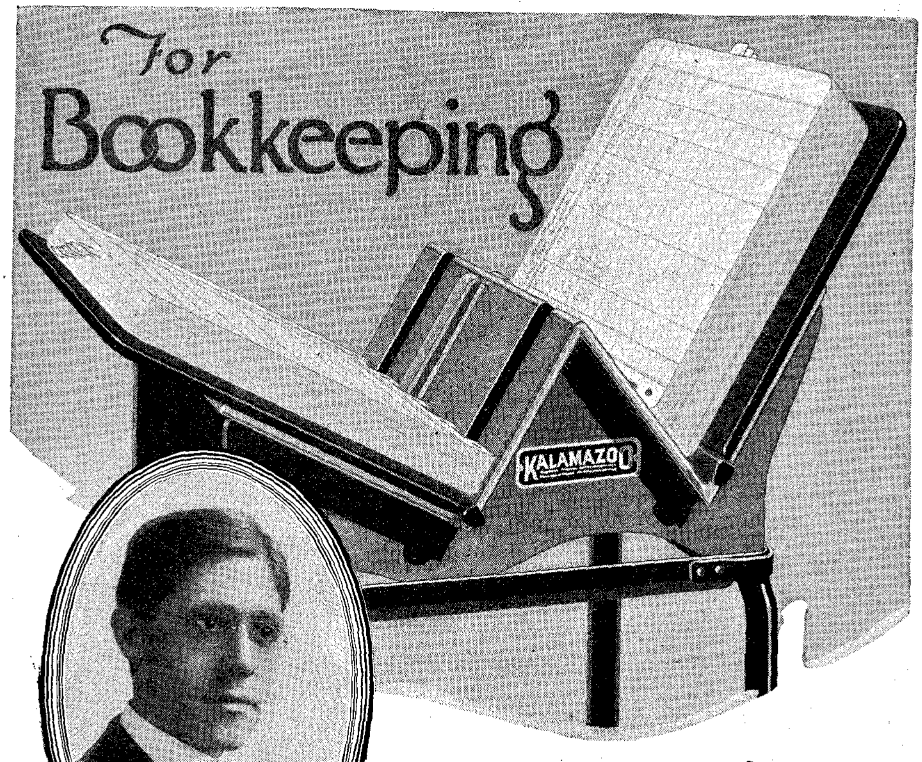
Once landed, the big difficulties are over, for the man out in the wilderness is hooked up with his camp by the plane, which can bring him maps, compass, food, firearms, or anything else he requires.

The conquest of Mount Everest by airplane may seem weirdly imaginative, but I am convinced that if the peak is ever reached it will be in this or some similar way. The human heart has certain limitations very easily reached in high altitudes, and if man can not get to Mount Everest's high point by the most improved method of transportation he can not get there by the most primitive.

PLAIN MOTOR-TALK FROM MIKE DE CICCO, TRUCK-DRIVER

MIKE DE CICCO is a truck-driver, with experience enough in the actual handling of motors to be a little disgustful of much of the material in the way of automobile advice that is served ou to the public in these days of universal motoring. Mike's employers, of the Portland *Oregon Journal*, evidently agreed with him that he might be as capable of handing ou motoring advice as a good many writers who make that their business, so they oped their columns to him for a series of shorarticles. Some of the recent ones deal wit "grabbing" and "slipping" clutches, "wheels that shimmy," and "rear-end oubles." On the subject of clutches Mik presents words of wisdom as follows:

> The part of the motor-car mc needed in a jam, besides the brakes, is t clutch, and, like the brakes, is often bad abused. Particularly in negotiating traf is this the case.
>
> Most motorists would rathe hold the clutch out for a minute or so an take the car out of gear. This harmful to the clutch, for by holding o a clutch, especially a disk clutch, strai s thrown on the throw-out yoke rollers a soon the disks and lining will have all t resiliency and life burned out of the and will become hard and brittle.
>
> When the clutch wears out, ts brittle, it starts to grab, and then t bles begin. A grabbing clutch is the cau of many a traffic accident, aside from oken universals, drive-shafts, pinion ar shafts, axles, gears, and torque roc Wear on tires is one result.
>
> But merely holding the ch out is not the only thing a motori can do to hurt the mechanism. Old an Non-Lubrication is the rascal at t bottom of a whole lot of the trouble. ple think that because a clutch is cal a "dry-disk" clutch there is no nee or oiling. That is a mistake, for no matt what kind of a clutch may be on a car, has to be lubricated. Clutch mechanis accumulate dirt, dust, and grit from t oad, and must be cleaned. A well-gr d clutch can defy these grit destroyers ailure to lubricate causes wear on the ist bearings, throws the clutch and t out of line, and results in a trip to nearest garage capable of making repa
>
> The clutch should be clean at every 5,000 miles, and on cars opera continually in city traffic the interv ould be much shorter. To clean out a clutch, put a plug in the hole at th ttom of the clutch case, take cover off t clutch, and then pour in a mixture of uarts of kerosene and one quart of o Put the lid back and run the motor by for a few minutes, working the clut ck and forth by means of the clutch p This



Building Upon Fundamentals

It has been said that every large institution or service is but the lengthened shadow of some man with a pioneer's spirit and foresight.

Back of the success of the Kalamazoo Loose Leaf Binder Company stands Geo. P. Wigginton.

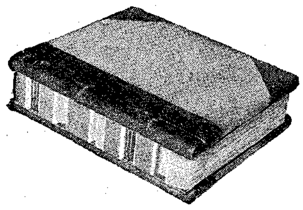
In a business where contact and service is absolutely necessary to solve the problem, Kalamazoo has organized a great trained force of human representatives.

These men are working toward an ideal. They study your accounting and record keeping problems for the specific purpose of rendering you a beneficial service.

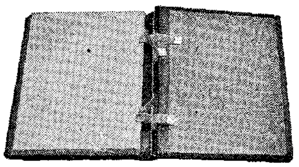
After this analyzation they supply your needs with equipment of a quality such as you naturally would expect from the leader in the field.

The coupon is convenient and will prove profitable. Use it.

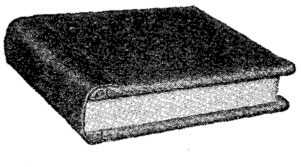
Kalamazoo Loose Leaf Binder Co.
Kalamazoo : : Michigan



The Style "C" system (shown in large illustration) is the original specific device for machine or hand made records. The binder when taken from the posting rack becomes a securely bound reference volume. A distinctly great advancement of the Loose Leaf principle that saves time and labor and increases speed and neatness.



The proper binder for periodicals, magazines, photographs, etc. It is light-weight, attractive, durable, and easy to operate.



A current binder of striking originality. Holds with equal security one sheet or a thousand sheets, providing a firm, level writing surface and has a quick, convenient method of inserting or removing sheets.

KALAMAZOO
LOOSE LEAF DEVICES
ACCOUNTING SYSTEMS

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Better Accounting and Record Keeping Methods
Everywhere

COUPON

Kalamazoo Loose Leaf Binder Co.
Kalamazoo, Michigan

Send me a copy of your pamphlet "Other Men's Opinions."

Name ....
Firm ....
Address ....

DAN-DEE
Dain-Tee Line

Women Are Delighted With These Practical Boudoir Refinements

NOT ONLY does the DAN-DEE DAIN-TEE line of waste baskets, boudoir boxes and book ends add a touch of refinement to the library, living room or boudoir but they are practical and useful as well.

To women who appreciate beauty, utility and economy the DAN-DEE DAIN-TEE line offers the utmost in satisfaction. Strong, durable and fire-proof. Charmingly decorated in many colors. Sold by the set or singly.

Stationery and Department Stores, Gift Shops, Hardware and Furniture Stores will be glad to show you the DAN-DEE DAIN-TEE line.

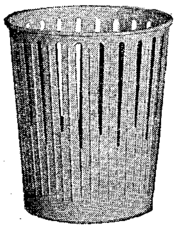
DAN-DEE Line for Business Men

For offices the DAN-DEE line of waste baskets, cash, security and strong boxes, letter trays, etc., are ideal. Smoothly finished and cannot injure rugs, floors or desks. Fifteen shades. Round or Square styles—large or small sizes. Last for years. Cost but little.

Mail the attached coupon for literature showing both lines in exact shades and colors.

ERIE ART METAL CO.
ERIE, PENNA.

DEALERS *Write us—today—about our new merchandising plan. Let us tell you how we are creating more and better business for our dealers. Something entirely new and sure to interest you.*



ERIE ART METAL CO.
Erie, Penna.

Gentlemen: Without obligation to me, send me literature showing the DAN-DEE and DAN-DEE DAIN-TEE lines in exact colors and shades. Also send me name of my nearest dealer.

Name..

Address.......................................

City.............................State...........

MOTORING AND AVIATION
Continued

cleans out clutch slides, plates, and bearings. When the clutch has had a chance to become thoroughly cleaned, shut off motor and let oil and kerosene drain out by removing plug at the bottom of case. Fill grease cups, and keep these cups in order by throwing out the yoke and screwing them down every week. This will insure a smooth and perfect working clutch. Cone clutches are cleaned by using an oil-can full of kerosene thoroughly to wet the leather face, letting the motor run and working pedal back and forth. Then put neat's-foot oil on the leather surface.

If the clutch slips and does not hold tight when most needed, release the throw-out rod from clutch pedal a few turns. This will tighten up the springs and give a smoother action with no slipping.

"Do your front wheels shake the shimmy?" asks Mike. "Have you a little wabble in your car?" He proceeds:

If you have, and at times wonder why the steering-gear fails to control the front wheels properly, your job is to get a wrench, or a couple of them, and see if the "insides" of your front wheels need adjusting.

Even tho everything may appear to be all right do not let it go, for a few minutes' investigation will show you the trouble and a few more will remedy it. Usually, wabbling is caused by loose adjustments in the wheel bearings, worn-out spindle bolts or spindle-bolt bearings, wheels not alined properly, a bent axle, or knuckles not tilting back. Any one or all of these ailments may be at the bottom of your front-wheel trouble and may sometimes surprize you by flinging yourself and your load into the road or over a nice, steep bank.

To keep the front-wheel bearings from wearing and to insure proper adjustment there, they should be taken out and washed and cleaned thoroughly with kerosene every 10,000 miles at the most, refilled with fresh lubricant, and carefully adjusted. Hub caps should be filled with grease and screwed down every 2,000 miles or less.

The way to find out what part of the front axle is loose, place a jack under the axle and rock the wheel sideways to see if there is any side play. In this way one can tell if spindle bolts, bearings, tie-bar bushings, or bolts are loose or worn out. If the wheel rocks the bearings are loose. In that case take off the hub caps, remove cotter-pin through nut and spindle, and tighten up on nut until the wheel itself is tightened. As soon as the wheel is tight and does not run free, release about quarter to half turn on nut. The wheel should then run properly with no side play. Be careful to replace cotter-pin after adjusting the wheels and to refill the hub cap with fresh grease.

If the spindle bolts and bushings are worn they should be rebushed or replaced with new parts. This replacement can easily be made by taking out the cotter-pin and nut on the bottom of the spindle bolts and removing the safety-pin in the middle of the spindle. Drive out the bushings, but before putting in new bushings first fit them to the spindle bolts.

Aline the front wheels by taking a piece of string or stick and placing it across under the motor from the rear inside of one front wheel to the same point on the opposite wheel. Then place the string across the front part between the wheels and see that they toe in by a quarter to half inch. This can be done by lengthening out or taking up the threaded end of the tie bar. Remember, when wheels are not in line there is greater wear on tires, as much as if your wheels were skidding with your brakes on, from the continual pull on the rubber.

If the steering-gear or worm is loose, it can be adjusted by screwing down on the adjustment collar on top of the steering-gear case until all play has been taken up. Often, the steering-arm under the splash panel is loose, and this can be tightened by tightening bolt and nut on top of the arm. If the axle is out of line or bent in any manner it should be taken off and let with some blacksmith or machine-shop for straightening, to be alined, or to have the spindles tilted in backward position on top. Be sure that the spring clip bolts are tightened up on the axle and in line with the center spring bolts. See that all bolts wearing nuts have a cotter-pin through the proper place to prevent the nut from being lost.

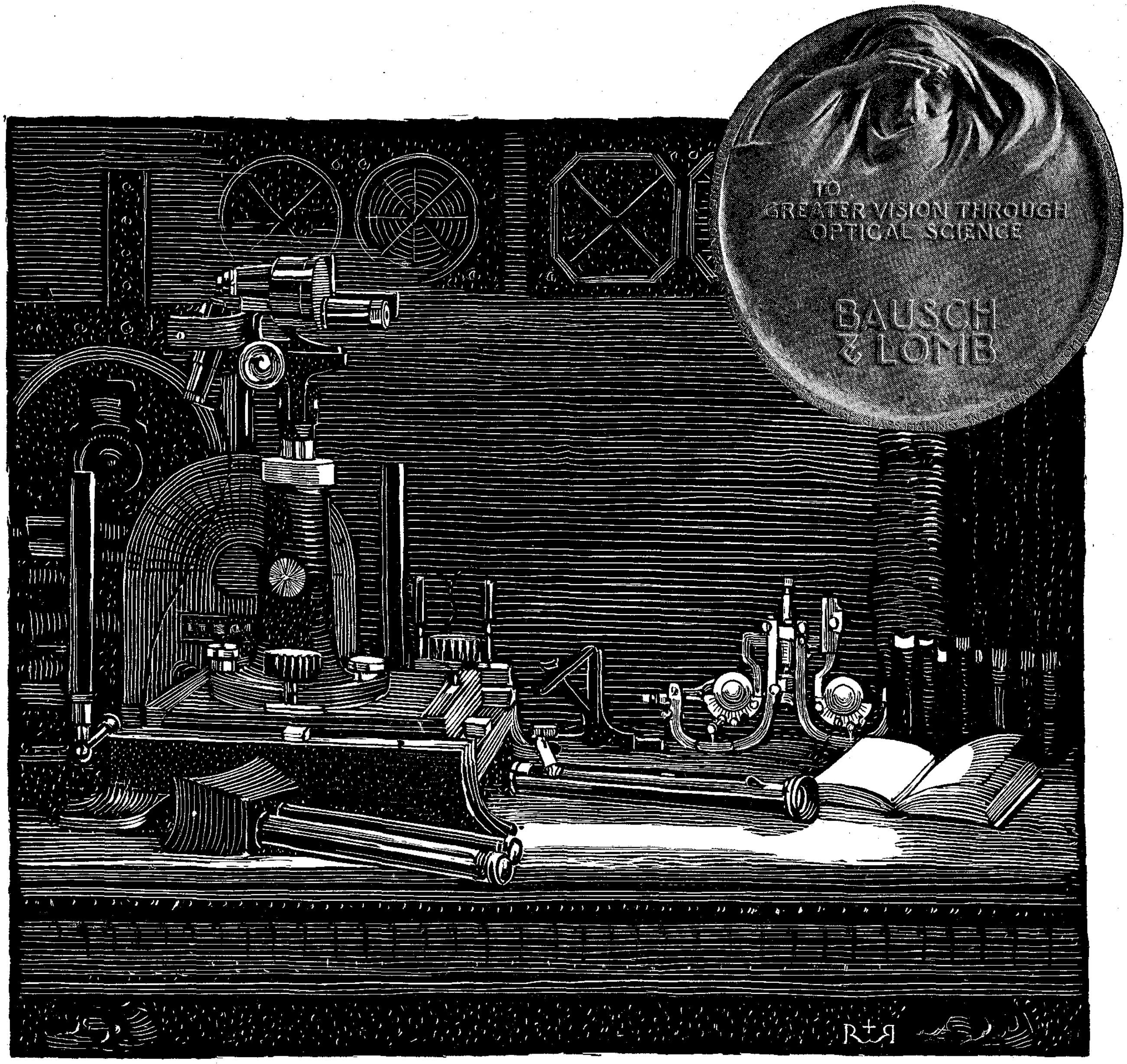
"Get familiar with your car's rear end," advises Mike further. "It causes half your repair bills." He proceeds:

The differential, or "rear end," as it is popularly called, is one of the most essential elements of a motor-car and is at the same time one of the most neglected parts of the whole machine. All the strain of the motor and the weight of the car are thrown directly on the rear end, and jamming brakes, grabbing clutch, speeding on rough roads, and sliding wheels all have a tendency to make this rear part deteriorate and break down unless it is given more care than use.

Every unusual thing a motorist may do having a wearing effect upon the rear end is bad, but the worst of all things he can do is to fail properly to lubricate this highly necessary part of his car's driving mechanism. The lubricant has the same saving effect upon the differential as it has upon the motor or any other part of the car where friction of any kind is created. If the oil is not changed frequently it gets full of dirt and grit, pieces of metal that chip off are carried by the oil among the gear teeth, and the ring, pinion, and differential gears wear in corresponding measure. As soon as these chips get into the heavy grease, they work not only into the gear, pinion, and two differential bearings, but frequently find their way out to the bearings of the drive-wheels as well. Wear on the bearings follows, making them loose and soon causing too much play in every gear in the rear end.

Loose bearings in the drive-wheels and differential are the cause for many broken axles. As soon as the axle wabbles from too much play the strain crystallizes the steel and the owner finds a broken axle when it is most inconvenient and where it is hardest to get a tow car.

Why not prevent it in the first place? The way to do is to get familiar with your car. Put on a pair of coveralls and get under it and look it over every now and then. You paid good money for it, so why not take a little personal care of it? Take the bolts and plate off the rear axle assembly and drain out the heavy lubricant, washing carefully with kerosene every part of the rear assembly as soon as the draining of oil permits a thorough exam-



Man's Eyesight Measured That Science May Protect It

OF all the senses given by God to man, Sight is the one most greatly treasured. Soundness of vision! What a world of varied form and color and widely-ranged activity it opens—yet on what supremely delicate adjustments of glass to eyes it oftentimes depends. Only a generation or so ago men tried on glasses very much as they try on shoes—till they found the lenses which it seemed to them would "do."

Today Optical Science, through Bausch & Lomb, offers to the world of the sight-dimmed a scientific means of adjusting glass to sight. Through a complete line of optical instruments they offer the opportunity by which defects of eyesight may definitely be measured and a scientific choice of glasses assured. Through these marvelous instruments, indeed, the very skill of the specialist himself is reinforced—providing for him, as they do, the best means to apply that skill.

Is it unnatural that they should be proud to have produced such instruments as these, representing as they do the application of the blessings conferred upon the eyes of mankind by their own ophthalmic or eye lenses, which they have perfected through nearly seventy years?

And need it be said that these ophthalmic instruments are of the same high refinement which characterizes our microscopes, projection and photographic apparatus, photographic lenses, binoculars and other quality products with which we have been serving mankind for the last half century?

BAUSCH & LOMB OPTICAL COMPANY, ROCHESTER, N. Y.

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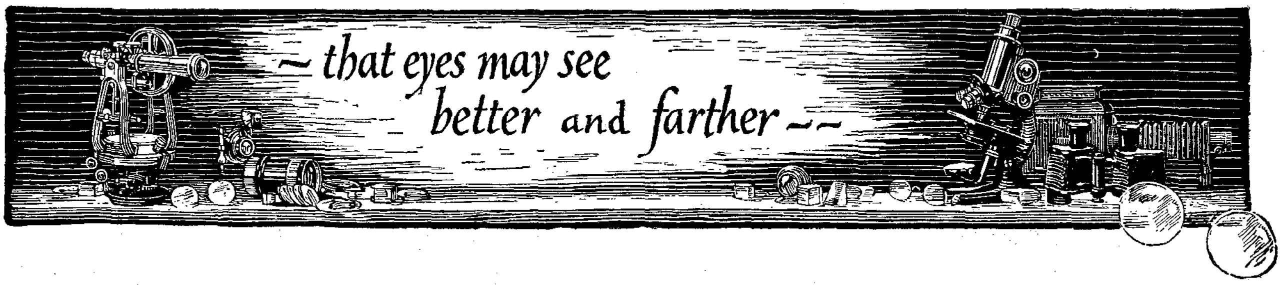

The Ardsley last is shown. Your local dealer can supply you, in black or tan calf or in Cordovan; Style Nos. 071, 061, and 062 respectively. If not in stock, we will ship to him the same day we receive his order.

FROM the first moment you step into Nettleton shoes you will feel their comfort. And you will see their air of restrained smartness.

But the biggest thing about Nettletons cannot be learned until you have worn them for months after the kind of shoes you now wear have been discarded. A booklet, "Five Thousand Mile Shoes," explains why. And it is really interesting reading. Just write for a copy.

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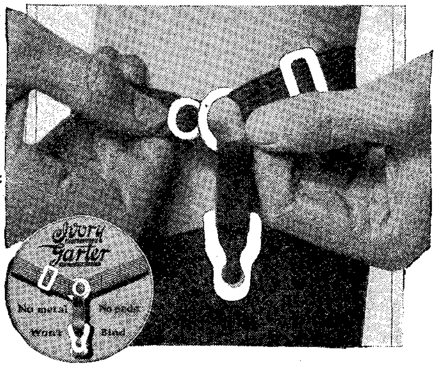
SHOES OF WORTH



After months of wear

IT is genuine economy to buy Ivory Garters. They wear evenly, because they are *all elastic.* There is no metal to rust thru the fabric—no dead cloth or pads. The durable weave and live, springy elastic make them last almost indefinitely. Even after months and months of excellent service, you'll find they are a bit frayed, maybe, but still lively and comfortable.

And add to this economy the fact that you get comfort and convenience you never thought possible before. Ivories are light and airy. They can be worn loose so as not to bind your muscles or leave a mark on your leg. Ivories can't slip or skid and they always hold your socks up perfectly.

Ask for Ivory Garters. Don't ever say "a pair of garters". Say "Ivory Garters". You'll find that it pays every time!

IVORY GARTER COMPANY, New Orleans, U. S. A.

Ivory Garter
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MOTORING AND AVIATION
Continued

ination of the parts. When the gears have been thoroughly cleaned, examine them for chipped and broken teeth, and, if necessary, buy a new gear. If the gears look all right, jack up one rear wheel, block the other wheel, and the front wheels, and start the motor. Put the machine in gear, run the engine slowly, and see if the ring and pinion gears run true. If they do not run true, then either bearings are worn or the gears are not in line.

Unusually the bolts or rivets that hold the ring gear work loose, and the gears may "growl." If they do, see that the small, or pinion, gear is in line with the outside of the ring gear, and adjust on collar in front of pinion bearing. Get your gear ring adjustment by allowing from $\frac{1}{16}$ to $\frac{1}{32}$ of an inch play between the two gears. On each side of the ring gear is a place for adjustment where it may be loosened or tightened. Brass or steel shims are used on Ford cars. As soon as adjustments are made and the assembly seems to run true, put back plate and bolts and fill with fresh lubricant, a heavy duty oil. This inspection and refilling should be attended to every 5,000 to 7,000 miles at the most.

WHEN THE INJURED GUEST MAY SUE

FOUR men, the owner of a flivver and three of his friends, were very much "on their way." The car bounded violently about the road. It skidded first to the left, then to the right, shook, shivered, and roared, but kept on going. It was Lem Pickett's flivver, writes George F. Kaiser, in *Motor Life* (New York), beginning a little story which may be fiction or fact, but at any rate carries a pointed moral:

> Slattery, seated on the front seat next to Pickett, braced his feet against the floor boards and bore down heavily on them. Accustomed as he was to driving himself, he could not help but go through the motions when riding as the guest of another. In the tonneau Judge Pringle and Captain Benson were having a desperate time trying to keep from sitting on each other's laps as the car rolled from side to side. Finally, Captain Benson muttered to the judge, "Lem acts as if he'd been takin' a generous sample of his home-brew again."
>
> The car tore up a steep grade, around a sharp hairpin turn, and down-hill again all without slackening speed. Finally, Judge Pringle could stand it no longer.
>
> "Careful, Lem, careful," he warned. "That meeting doesn't start till eight, and we have lots of time."
>
> Without answering, Lem kept the car on its unsteady course, while his uneasy passengers hung on and wished the ride were over. Twice more the judge sounded words of caution, but apparently they fell on deaf ears, for Lem kept the car going faster all the while.
>
> At length after what seemed an age the car dashed down Bailey's Hill, passed Long Creek, and on to the macadam of Main Street, Hillsvale, and with a jerk that threw its occupants in a heap came to a stop before the town-hall at which the loyal members of the Ind. Order of W. O. O. F., Local No. 6004, were due to assemble.

Pickett pulled out his watch. "Made it in forty minutes," he chuckled. "We'll do better goin' back."

"You may," growled Judge Pringle, "we won't. I've had enough reckless driving for one time. I'm going back on the railroad."

"Me too," agreed Captain Benson.

"I'm with you," joined in Slattery, and the three of them walked into the hall, leaving Lem Pickett and his flivver, and giving Lem an opportunity to lament the fact that he had carried three unappreciative passengers on a record run from Onawanda to Hillsvale.

At 10:37, seven minutes after the lodge meeting had been adjourned for the night, Judge Pringle, Captain Benson, Slattery, and Pickett sat in the little lunch-wagon down by the Hillsvale Depot, disposing of a varied repast of ham and beans, beef and beans, crullers, apple-pie, and coffee.

"Just about time to get the 10:45," said Captain Benson.

The effect of Pickett's home-brew had apparently worn off. Finally he ventured an apology. "Sorry I shook you folks up so coming over," he ventured, at last. "We can take our time goin' back."

Neither Judge Pringle, Captain Benson, nor Slattery answered Pickett's peace-offering; so he continued: "Might seem like fast driving to you folks, but I've been over the road so often I know every rut and hole between Onawanda and Hillsvale."

"You'll go over it once too often," said Slattery, "if you keep on driving as you did to-night."

"Well," returned Pickett, still trying for peace, "you folks come back with me and I'll drive any way you like."

"I'll tell you, Lem," answered Judge Pringle, "when you are sober you are a good, careful driver, but when you have a little home-brew under your belt—why, I'd rather be in a train than in your flivver. Some day you'll hit something and break your neck, sure as fate."

"Ugh," said Captain Benson, "I sure would have hated to have another driver like Lem coming the other way on that road to-night."

"There sure would have been some smash-up," agreed Slattery.

"Say, judge," he continued turning to Judge Pringle, "suppose we had had a collision to-night, where would we have stood?"

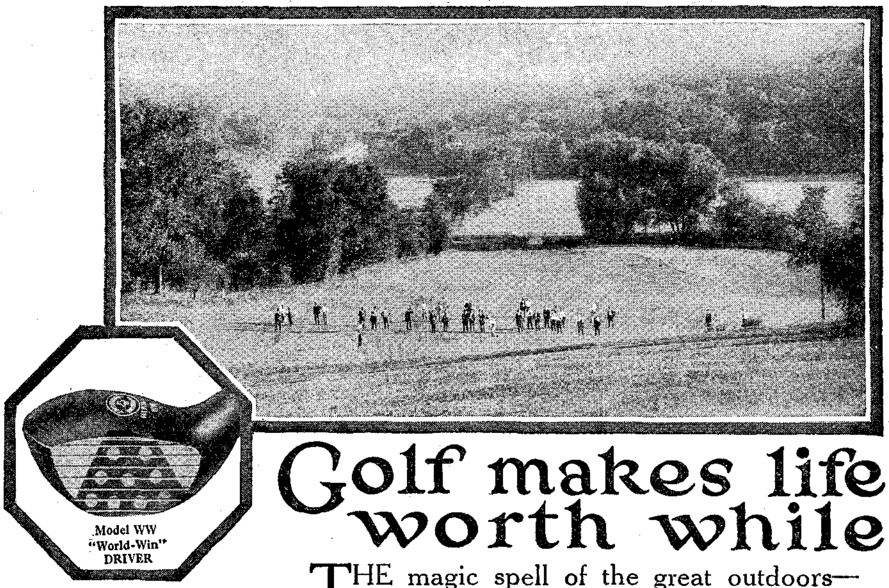
"You mean if you had been hurt?" inquired the Judge.

"Yes; if we had had a collision with another reckless driver I suppose Lem's carelessness would have prevented us from collecting any damages?"

"Not necessarily," answered Judge Pringle. "If a guest in a car is hurt in a smash-up and the injury is caused by the recklessness of both drivers he can sue them both together and the court will give him judgment against the one it finds was really at fault."

"Sue them both together," repeated Slattery. "You mean I could sue Lem? What good would it do me to sue him if I were hurt?"

"Probably none," answered the judge, "seeing he has no property except his flivver, but it's been held by the courts of this State that a guest of a car-owner who drives recklessly can sue the man who invited him to ride for any injuries he receives because of the car-owner's negligence in driving. In fact, our courts have held that it makes no difference if the car-owner or a chauffeur hired by him is driving. He is responsible just the same for any negligence causing injuries to his guests."



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MOTORING AND AVIATION
Continued

"That's a new one on me," said Captain Benson.

Pickett scratched his head reflectively. "If I invite any one to go riding with me then, and I drive carelessly and have an accident I stand to not only lose my car, break my neck, but also have my friends sue me, tho I don't get a nickel for carrying them?"

"Under the decided cases of this State that's just what would happen to you," replied Judge Pringle. "Just a short time ago a woman sued another woman whose guest she had been on an automobile ride and succeeded in collecting nearly $5,000 damages because the car had been driven recklessly.

"The court held that the owner of an automobile who invites another person to take a ride is not any less responsible than if he were not merely giving the other party the ride as a kindness."

"Seems sort of ungrateful to sue a man who gives you a lift," observed Captain Benson.

"There isn't any sentiment in the law," replied Judge Pringle. "Things are decided in a cold, matter-of-fact, legal way. Of course, don't misunderstand me; all the courts don't hold the same way on this proposition. Connecticut and New York courts do, but out in Massachusetts, for example, they have a theory which they call gross negligence, and out there they say that a person giving another a lift is only responsible for that so-called gross negligence when the ride is given only as an act of friendship or the like.

"If I was on a jury I sure would hesitate before deciding in favor of a 'guest,'" said Captain Benson.

"How about the road around Bailey's Hill and Long Creek," inquired Slattery; "three cars have skidded off there in the last month. Isn't the State or county or some one responsible for accidents when there is no rail or anything along the side of the road?"

"A rail wouldn't do much good," Judge Pringle answered. "When those fellows come along at forty miles an hour and start going off the road, even a concrete wall wouldn't stop them. No, I don't think any of those speeders have any one to blame but themselves for any broken arms or legs or necks they get while they are speeding along at an excessive speed.

"Of course there are some places on the roads where there ought to be guard-rails, but that's where the road is in poor condition or a ditch at the side is concealed by bushes and the like."

The whistle of the oncoming 10:45 broke up the conversation in a hurry.

"Don't take the train," pleaded Pickett.

Captain Benson whispered to Judge Pringle, "Shall we go back with him?"

Judge Pringle hesitated. "Well, Lem," he said finally, "if you will promise to drive like a sane and decent citizen, I think we all will be glad to go back with you, but no more of that Barney Oldfield stuff with this party."

"As you like, Judge," answered Lem. "I'll drive so slow we'll think we're in a perambulator. Let's go!"

"All ready, boys?" asked Judge Pringle.

In a minute the flivver was headed back toward Onawanda, so slowly that its passengers all thought they were in a perambulator—riding at the rate of twenty-five miles per hour over steep, slippery, mountain roads.

HOW TO BREAK THE BUYERS' STRIKE

(*Continued from page 9*)

reliable sources that show what has happened to the cost of living:

Goods	1920 Prices	Present Prices	Reduction
Groceries	45.00	32.00	13.00
Meat	15.00	10.00	5.00
Serge Suit	70.00	47.50	23.50
Shoes	15.00	10.50	4.50

"These figures show that there has been a very material cut. Manufacturers, wholesalers, and retailers have taken their losses to meet new conditions. Now it is up to labor to do its part before the wheels of industry can begin to move again.

"LABOR MUST CUT WAGES"

"Skilled labor can not escape making the cut. Wages are so high they are out of balance. No one will pay them. Men are out of work. Conditions are growing worse instead of better. Now is the time to return to normal. To wait will mean disaster.

"Many union-men are now working for less than union scale. That is the only way they can get work. Many are walking the streets. Conditions are becoming worse every day because building is being held up. Small cuts in wages will not give the public confidence that it is again safe for them to build. Then why not make the cut 'all in a lump' and save the situation? Come down to present price levels. Then give the move the greatest possible publicity to get the public to go ahead with the buildings they want.

"Laboring men, here is the problem you face: Either you continue to demand wartime wages and remain idle, or you can reduce your wages to somewhere near the prewar basis and have plenty of work and a good income. Now is the time to make the cut. Gain the public confidence and your battle is won."

The Paint, Oil, and Chemical Review (Chicago) prints an announcement addrest by the Journeymen Painters and Paperhangers of Tacoma to the Master Painters Association of that city, asking for a decrease of 12½ per cent. in wages, as "in keeping with the spirit of the times." The Master Painters' reply, which is not without a touch of humor, is given as follows:

> "Owing to the above action taken by the Journeymen Painters of the city of Tacoma, asking for a voluntary decrease in wages to meet the present financial conditions, we, the following Master Painters, feel that it is rather an unprecedented state of affairs, the usual procedure having been to demand an increase; we can not help but commend their action to the general public, feeling that it is the principle of true Americanism to give and take. Should the general public be contemplating having any painting or papering done we recommend that they decide to do it at the earliest possible moment to give the men in these shops the benefit of their work at the present time and show their appreciation."

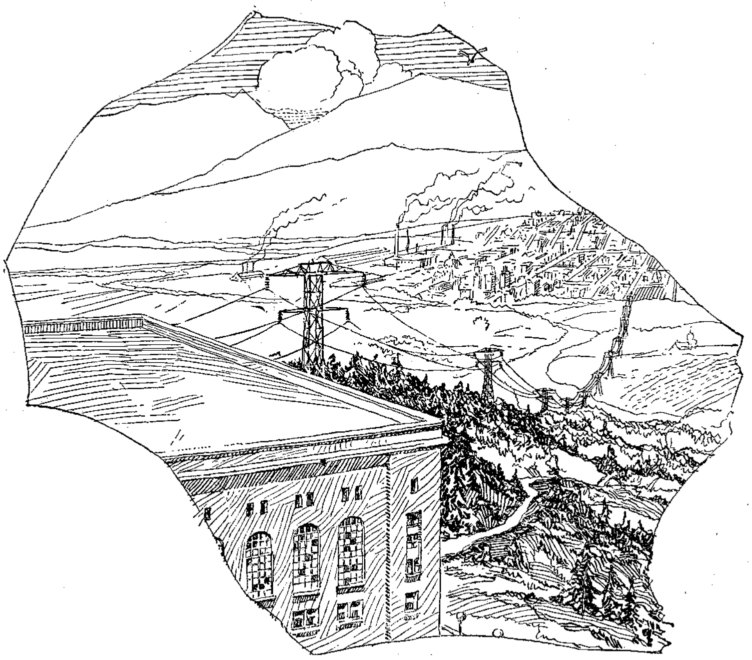
Against this point of view, at least as it applies to workers in the large retail business centers of the country, James Simpson, vice-president of Marshall Field & Co., of Chicago, expresses himself strongly in *The Dry Goods Economist:*

> "Competition is now keener than ever, and workers must be made to realize that if business is to be maintained it is absolutely necessary that much more work must be accomplished per individual employed. It is needless to say that it is at all times good business to maintain an organization at a high point of efficiency. Right now it is imperative.
>
> "We do not believe wages in the retail business should be decreased. An increase of efficiency seems to us sufficient. This will perform a service to the public by making reasonable prices possible, and to employees by doing justice to the competent, helping them maintain present standards of living."

THE RAILROADS ON TRIAL

"Railway companies all over the United States are under the gravest test of their history." So declares a writer in *Petroleum* (Chicago), taking up a phase of the situation which he considers vital in the reduction of prices. In the case of bulky commodities, which require considerable shipment to market, including petroleum, iron and steel, building material, and coal, much depends upon the matter of transportation. "Transportation is the essence of civilization, or words to that effect, said Bryce" the *Petroleum* writer goes on, "and we surely do hope for that essence! The railroads were given guaranties when other industries had to hop along; now they are collecting what Congress said they could have, a few hundred millions or so. We're waiting now, feet cocked in air, hats askew, each mouth bare for a chew, for the next plaint of the railroads. In the long run the public pay, but about halfway down the road it is we who must dodge kicks aimed at a bit below the lumbar region. What we want is service—good service now." One trouble with the railroads, objects *The Iron Trade Review* (Cleveland), is that, instead of helping to balance trade by buying when materials are low and plentiful, "it has come to be an axiom that the railroads buy only at the top of the market." Running true to this rule—

> "Now that the peak has been passed and lower prices prevail, this great class of consumers is out of the market.
>
> "In every low point of the steel market, when mills could accommodate the needs of the transportation interests and keep up operations, the latter have withheld their tonnage, only to come out with distress signals flying and with needs for immediate satisfaction as soon as other lines begin to buy. Thus this large requirement has tended to carry the peaks still higher. Conversely, absence of railroad buying has operated to drive the slump even lower.
>
> "As the railroads use so large a tonnage of almost all steel products it would prove an economic blessing if some means could be devised to release this demand in times

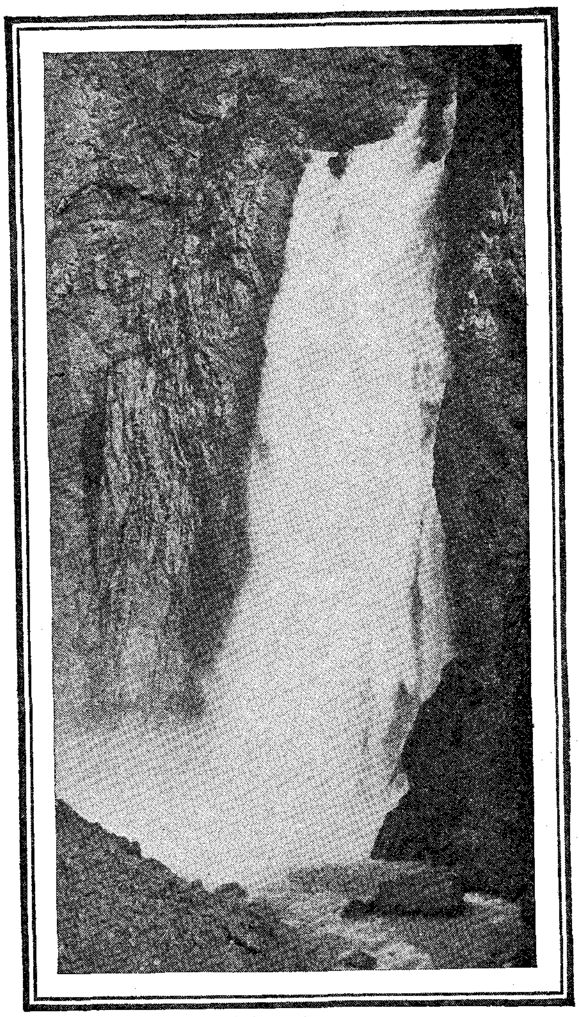


THINK what would happen if the Light and Power Company which supplies your community with electricity suddenly ceased to operate! Street cars would stop. The motor-driven machinery in busy factories would come to a standstill. The many little power-driven contrivances which add to the convenience of your shop or home would be useless. Even the lights by which you work and play would be snuffed out.

Yet the great service rendered by the Light and Power Company is too often forgotten. It has become so much a part of our every-day life that it is taken for granted. Only on the rare occasions when something goes wrong does the Light and Power Company receive even a passing thought; and that thought is perforce a damning one.

In the light of actual facts, the Light and Power Company takes on an entirely different aspect. Its welfare and the welfare of the community as a whole are one and inseparable. The extent and character of the service it renders influences to a considerable degree the establishment of new industries. And the more widely that service is used, the cleaner and brighter the community will become, for electrical power is clean power.

But the Light and Power Company has an even more important role. Upon the extension of its services into new territory depends the full development of the industrial, commercial and agricultural possibilities of a great part of the country. The vast power of thousands of streams and rivers is still unharnessed. Expansion is inevitable. Yet expansion without adequate capital is impossible. Light and Power Company securities offer unusual opportunities for the wise investment of surplus funds. So used, such funds will be engaged in promoting work of benefit to all, while at the same time they will yield gratifying returns and be as safe as the community itself.



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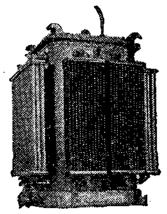
Voringfos Falls, Norway, one of the thousands of similar waterfalls scattered throughout the world which provide a never-failing source of electrical energy for power, light and heat.

Wagner Quality



The welfare of the Light and Power Company and the welfare of the Community are one and inseparable.

Wagner Quality

Wagner Electric Manufacturing Co., St. Louis, U. S. A.

of generally slack market and have it out of the way when other users are buying heavily. This probably is a matter of financing, but apparently its solution should be possible to men trained in money matters.

"Were the mills able now to roll the steel that the railroads undeniably need and which they will buy as soon as general business resumes and traffic is enlarged, the mills would be able to continue reasonably normal schedules and have this business out of the way when the rush of demand comes."

One of the most needed elements in any reduction of prices in the field of building, a field which many authorities consider in itself basic in any general reduction of prices, says *The Building Age*, is a stimulated effort to provide adequate and reasonable transportation for all building material. It observes editorially:

"The main cause of our lack of an adequate building program has been the high cost of the completed building. Here again a careful analysis will show that these high costs have not been entirely due to the high prices of labor and materials, but to the inability to get the materials at all. This has resulted in one of two things. Either the builder has been compelled to obtain the materials at any price, or else the job has stood idle for weeks, while the overhead and other items have caused a constantly increasing amount to be added to the cost of the completed structure. When it becomes possible to obtain materials when needed and at quoted market prices, the high cost of building will be lowered, despite the fact that these very market prices may be higher due to increased freight-rates. An adequate available supply is essential."

"Transportation" was presented as the leading topic at a recent meeting of the Editorial Conference of the New York Publishers' Association. Roy V. Wright, of *The Railway Age*, mentioned the need of the railways for vast quantities of materials and equipment, and predicted that "the cash situation would be greatly improved if Congress would act favorably upon the Winslow Bill," a measure providing for a government advance of several hundred million dollars. Since that time the bill has passed and the railroads are in a position to do their bit in relieving the general depression by putting through their programs of repair and replacement. The railroads, also, have a grievance in the matter of national wage-agreements, entered into under government control, "in which," to quote *The Railway Age* authority, "there are many unfair clauses that are costing the railroads millions of dollars each year without any return in actual labor. These unfair clauses should at least be removed. The public also feels that standardized wages are unfair because employees in districts where the cost of living is low receive the same compensation as those in congested districts where the cost of living is high. If standardized wages are maintained, differentials should be established to take care of this difference in conditions."

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Thence to Rocky Mountain National—Estes—Park where you may enjoy its exquisite beauty and peaceful tranquillity. And Denver—the gateway to Colorado's land among the clouds.

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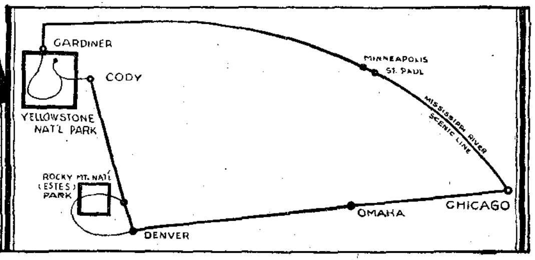
YELLOWSTONE NATIONAL PARK



Three great wonder spots—Yellowstone Park, Rocky Mountain—Estes—Park, and Colorado, all on one circle trip

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Passenger Traffic Manager
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Northern Pacific Railway
St. Paul, Minn.

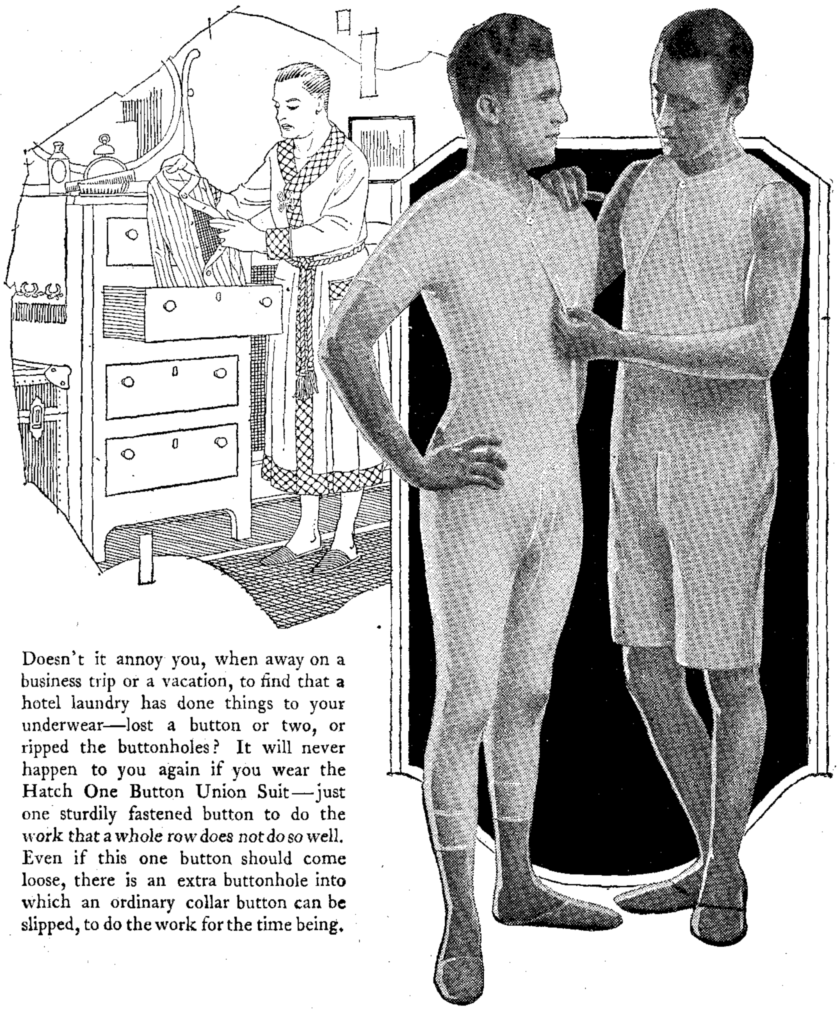
Burlington-Northern Pacific Planned Vacations

"CHANGE THE BUYERS' PSYCHOLOGY"

One of the most widely and enthusiastically recommended remedies for the buyers' strike is "optimism," an endeavor by appeal, argument, and suggestion to change the antibuying state of mind of the public. Thus the current issue of *The Building Age* heads a typical set of business resolutions: "*Resolved*—that I will not participate in pessimistic gossip regarding business conditions." One cheerful writer goes so far as to admit that he continues optimistic, even tho the state of business seems to him to warrant the most complete pessimism. Perhaps less numerous than the optimists-at-any-price, but offering more variety, are the business specialists who are trying to convert the public by new and effective "selling ideas." *Women's Wear* (New York) is issuing a special "selling-idea" section every Saturday. Its announcement runs:

> "To-day, more than ever, a good SELLING IDEA is 'worth its weight in gold.'
>
> "The growing intensity of competition among retailers and the cost of doing business are taxing their utmost ability and drawing upon every resource and, in their effort to turn their stocks and to increase or maintain the volume of sales, many retailers have developed unusually effective methods of promoting sales.
>
> "The new conditions call for new ideas, and at this time especially a good idea spread broadcast will benefit trade and national prosperity all along the line. It is the duty of every retailer, of every manufacturer and wholesaler, of every one in the trades, to see that such ideas are promptly and fully circulated."

In businesses where the trouble is really only "psychological," it is argued, a vivid and picturesque presentation of the situation is all that is needed to convert a buyer-striker into a strike-breaker. An interesting instance of an industry in which everything has improved except the psychology appears in the present dairy-farming situation, according to an editorial in the March issue of *The Dairy Farmer* (Waterloo, Iowa). The paper discovers that altho dairy-farmers were feeling prosperous and optimistic a year ago, whereas they are now inclined to be pessimistic, "the producer of butterfat was 14⅔ cents per pound of butterfat better off the last week of January, 1921, than for the same week in 1920." He may receive less money for his products, but the fact is, averaging the prices received at 630 market points in the United States, and taking the figures of the United States Department of Agriculture as the guide for arriving at the cost of milk and butterfat production, "leaving labor and overhead costs at the same prices they were a year ago," the dairy farmer's lot has actually improved. "The same line of reasoning is also applicable to the production of pork and eggs," says the writer. "A careful analysis applied to the individual dairy farmer's exact



Doesn't it annoy you, when away on a business trip or a vacation, to find that a hotel laundry has done things to your underwear—lost a button or two, or ripped the buttonholes? It will never happen to you again if you wear the Hatch One Button Union Suit—just one sturdily fastened button to do the work that a whole row does not do so well. Even if this one button should come loose, there is an extra buttonhole into which an ordinary collar button can be slipped, to do the work for the time being.

SIMPLER AND MORE COMFORTABLE

SUPPOSE your hat, for instance, came in two pieces. Every time you put it on you'd have to go through a lot of useless motions. So why wear two-piece underwear when one union suit is so much simpler? And why wear the ordinary union suit when you can get the

HATCH
ONE BUTTON
UNION SUIT

It is still simpler and still more comfortable. No row of buttons and buttonholes up and down the front—instead, "button one, troubles done." No binding and wrinkling as when two edges have to be pulled together—instead, a smooth, even fit all over.

ONE BUTTON Hatch UNION SUIT
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This Spring you can get the Hatch One Button Union Suit in the finest of knit goods and nainsook. We shall be glad to send, free on request, a catalog describing the complete line.

The Hatch One Button Union Suit is featured at the best stores everywhere, but if you cannot get it easily and quickly, send your size with remittance to our mill at Albany, N. Y., and you will be supplied direct, delivery free.

Men's garments: Knitted—$1.50, $2.00, $2.50 and $3.00. Nainsook—$1.00, $1.50, $1.75, $2.00 and $2.50.

Boys' garments: Knitted—$1.25. Nainsook—75 cents.

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ALBANY NEW YORK

condition will show that he is making more headway to-day than he did during the times which he considered better." This line of reasoning suggests that similar investigation might give similar results in other lines of industry.

Especially among farmers a bad "psychology" has been noted. The agricultural population, constituting a great part of the buying public, have had a feeling of "resentment," notes *The Breeder's Gazette* (Chicago), against things in general which has only lately begun to evaporate. The Chicago *Daily Drovers' Journal*, which has been trying to be optimistic for the benefit of its readers and the country in general, concludes with the highly concrete recommendation:

> "Now is the time to make plans for greater and cheaper production for the better days that are sure to come in agriculture, and one way to do it is to build up the soil by growing leguminous crops."

HELP FROM THE BUILDERS OF ROADS AND OF HOMES

One billion dollars has been made available for road work in 1921, announces the American Road-Builders' Association, which held a national council of good roads advocates in Chicago early in February. This money, as dozens of newspapers throughout the country have observed, will help both in reducing unemployment and in cutting the marketing cost of farm produce, two factors which are basic in their effect upon business conditions. "It is a good time to go ahead with more road-building," urges the Appleton (Wis.) *Crescent*. "Materials are lower. Not since the war has there been a time when as many thousand of workers were available for road work. A billion dollars will end many miles of bad roads and many enemployment cases. . . . But the underlying thought, and the highest goal, should be good roads where they are needed most." J. Ogden Armour, writing in the Chicago *Standard*, presents further argument:

> "We are told, on the authority of the Government, that farmers lose $300,000,000 yearly in marketing their crops because of bad roads. This is too much to waste. We should contemplate this figure in connection with the high cost of living.
>
> "There is no more serious problem before us to-day than the matter of reducing the cost of getting the products of the farm to the table of the consumer. One step, at least, in the solution is plain—better roads.
>
> "As an instrument of economy the motor-truck has not yet come into its own. Efficient servant as it is in certain restricted realms, it now awaits the further development of interurban and country highways to reach the measure of its full attainment. It has power and speed that put it outside the class of the horse-drawn vehicle, and a nimbleness and flexibility which give it a certain advantage over the railways. It is my expectation to see it assume more and more the function of the 'short haul' as its own peculiar province: in part relieving the railways of those duties which they are least able to perform; and, in part, expanding the field of our national transportation system.
>
> "I say, therefore, all speed to the good-road movement! It will cheapen our methods of distribution and help to bring the people of our country closer to each other. I commend its common sense and practical wisdom. It may be less spectacular than some of our other national issues, but it strikes deep into the roots of fundamental progress."

The Nation's Business (Washington) leads the several trade papers which argue that now is the time to start a revival of building that will do much to relieve business depression, both by providing cheaper rents and by swelling the assessment rolls through increased land values. In Nebraska, at least, building materials are said to have been cut "to almost a pre-war level." Figures upon the costs of a typical house are presented to show that lumber which cost $1,624 in 1913 and $3,389 in 1920 may now be purchased for $2,044. Even more striking are the claims made, in *The Brick and Clay Record* (Chicago), for a new variety of hollow-brick wall. The wall requires only three-fourths of the brick used in the solid construction, and, due to the air-space between the inner and outer skin, plaster can be applied directly to the brick wall on the inside, or stucco to the exterior, without the cost of "furring and lathing." In Los Angeles, we are told, "which for months past has been the second city in America for building permits"—

> "The hollow-brick wall has taken a revolutionary hold on residence construction. Its absolute simplicity and unrivaled economy, together with a distinctive charm and 'personality,' have swept it into prominence almost overnight.
>
> "The feature of low cost is really the most important and remarkable thing about the new hollow-brick wall. For sufficient material to build the four walls of a six-room bungalow, 28 × 40 feet, one story, the cost for hollow tile would be $246.40; for lumber, $201; and for the hollow wall only $143.55. These figures are for material only. Taking into consideration the lesser cost in labor due to the small number of brick used, the difference in cost will represent an appreciable saving."

The question of credits, and of the whole intricate banking situation as it applies to the present business situation, possibly means more to the building trades than to any other national industry. *The Iron Trade Review* puts a very prevalent view of the situation into this paragraph:

> "Labor and industry now are learning their lesson again. The next to get in step with the changed conditions necessarily must be the banking class. Within the past two years capital has been scarce due to the fictitious values assigned to everything money purchases. Demands for capital, consequently, have been so insatiable that interest-rates frequently have been run up unduly. Permanent recovery of business and of general stability in the end most rest with a freely moving supply of credit at reasonable rate. This situation likewise must undergo complete readjustment."

THE "BRIDGE ACROSS THE OCEAN"

"The Great War was international in its scope, so the present business situation is actually an attempt to rehabilitate credit through the world." Thus an editorial in *The Shoe and Leather Reporter* (Boston) turns from immediate American conditions to world-wide phenomena in search of the cause and cure of the business depression. "Recovery from industrial stagnation is always delayed by the slow growth of confidence, but heretofore when one country suffered from commercial hysteria, other countries were affected less or not at all. There was thus a substantial basis upon which to build." Taking up the same general idea, *The Dry Goods Economist* announces: "There's a bridge across the ocean and we might as well cross it now. It's the structure of international interdependency that Uncle Sam hasn't considered much until lately. Self-sufficient Americanism earns no dollars and doesn't save a nickel on armaments." The writer continues, by way of presenting "some thoughts for that letter you ought to write your Congressman":

> "The world may be likened to a man who has a congestion of blood in one part of his body and a lack of blood in another. Obviously, such a condition can not be cured by merely local treatment. It is a result of the stoppage of circulation, and until the causes of this stoppage are removed there can be no real cure and no real health for any part of the body.
>
> "Such precisely is the condition of the world. There is a surplus of commodities in some parts of the world and a lack of them in others. There has been a stoppage of the free circulation of commodities, and until this stoppage is removed and free circulation is restored there can be no economic health in the world. This is a fundamental fact we have got to face.
>
> "As a natural reaction from the war we are trying to forget Europe and return to an attitude of self-sufficient isolation from European affairs. We can not do this. There are somewhere around 200,000,000 people in Central and Eastern Europe, and many more millions in other parts of Europe, whose productive activity is impaired or totally destroyed and who have barely enough food and clothing to sustain life.
>
> "At the same time we in this country have a great surplus of food and raw materials and have expanded our industrial machine to a point at which it can create a great surplus of manufactured products. Obviously, this surplus of raw and finished products must be disposed of abroad if our agriculture and industry are to be fully productive and prosperous. And just as obviously the place to dispose of this surplus is where it is needed.
>
> "Now the reasons why Central and Eastern Europe, which needs our surplus products, can not obtain them have been explained often enough. But it does not seem to be clear in the mind of the country just what must be done to start the restoration of the purchasing power of those

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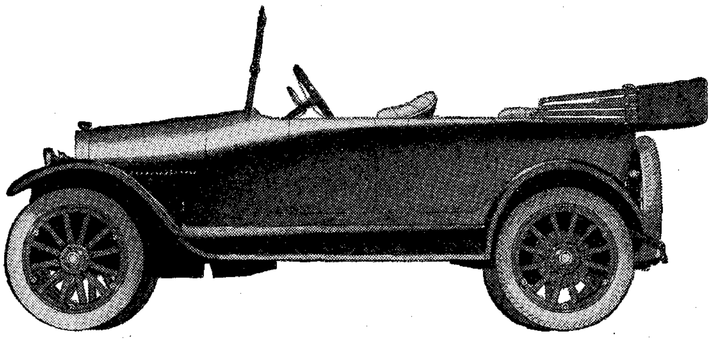

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parts of the world. Yet the restoration of this purchasing power is a condition precedent to our own prosperity.

"As far as Germany is concerned, it is now generally conceded that there should be a revision of the economic clauses of the Treaty of Versailles. This is a matter on which there are many conflicting opinions. But opinion is at least generally united on the necessity of fixing the amount of the indemnity as promptly as possible. Since the indemnity will constitute a sort of first lien on German production, there can be no real basis for the grant of commercial credits to Germany until the amount of this lien is known.

"It is also necessary to remove the restrictions on trade relations with Russia. There are over 150,000,000 people in Russia who need food and clothing. The country needs vast quantities of machinery and equipment of all kinds. It is foolish to say that Russia has no means of payment. It has the essential means of payment in the shape of great natural resources.

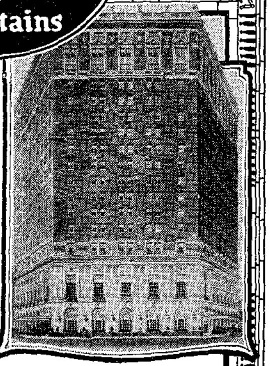
"It is equally foolish to quibble about the nature of the Soviet Government If the people of Russia want that sort of government it is their own affair, and as long as our people can sell goods to Russia and secure payment for them that is all we need be concerned about. The resumption of trade relations with Russia would be helpful to the Russian people and profitable to us. The present situation is hurtful to both them and us.

"Having removed these major barriers to the free circulation of goods there are other things we must do toward stimulating the circulation. The chief of these is the provision of adequate machinery for the extension of credits abroad. The corporations already established under the provisions of the Edge Act are a valuable step in this direction, but much more must be done, and it seems a pity that there should be so much objection on the part of the present Administration to the revival of the War Finance Corporation, which could be an extremely valuable agency in providing international credits."

The writer joins many business authorities who find in present high taxes an efficient and persistent cause of conditions that make the buyers' strike inevitable. Unlike most of them, however, he recommends a specific field for government economy. Over 90 per cent. of our government expenditures, he points out, are made in one direction:

"That is, on the military and naval establishments (including pensions). It is probable that not one person in a hundred in this country appreciates the fact that we spend several times as much on our Army and Navy as we do on all other public services combined.

"But realizing this, we can not escape the fact that there can be no material reduction in government expenditures until there is a material reduction in expenditure on the Army and Navy. And in order that we make such a reduction consistently with providing adequately for the national safety, it is necessary for us to go into consultation with the other major powers and effect with them an agreement for the general reduction of armaments. There is no single thing we might do which would ligten so greatly the burden on us and other peoples of the world and contribute so powerfully to a revival of world-wide prosperity."



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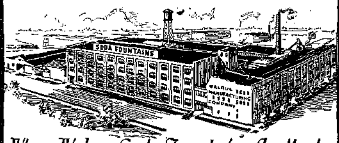

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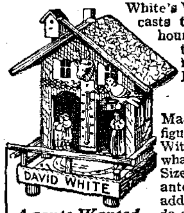

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So Easy to Use

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Ask for ALLEN'S FOOT=EASE to-day

NURSES WITH GLOVES

THE type of nurse who is of the opinion that she can do her work by talking s strongly condemned by an editorial writer in *The Trained Nurse and Hospital Review* (New York). As a text he quotes an enthusiastic public-health nurse in Canada who, in describing her work, remarked: "We do preventive work entirely, and never even take off our gloves." The critic wondered, he says, when he read this, what Florence Nightingale would have said could she have overheard that remark. He wondered who taught this nurse to do "nursing" and "never even take off her gloves." What training-school, he asks, is turning our that type of nurse? Who is responsible for her getting the idea that nursing can be done by making a pleasant call with "her gloves on," calling it "preventive work," and drawing her salary? He continues:

"Unfortunately this type of nurse is not an imaginary creation, nor is she an isolated specimen. She is a type that is increasing in the United States, and probably also in Canada. It is another case of carrying a good thing too far. It has been necessary in recent years to place special emphasis on the teaching function of the public-health nurse as well as of the ward head nurse, but where this has been done in such a way as to leave with nurses the impression that teaching did not involve doing or demonstration of how to do the duties described, a serious and far-reaching mistake has certainly been made.

"In *The Public Health Nurse* recently Miss Mary E. Lent, financial secretary of the National Organization for Public-Health Nursing, devotes an article to a discussion of 'The Fundamental Importance of Bedside Care in Public-Health Nursing,' which should be reprinted, put in pamphlet form, and widely circulated in training schools and groups of nurses everywhere. Speaking from her long experience in visiting nursing and her observation of the difficulties that arise when a nurse goes into a home with the false conception that real nursing can be done 'without taking off her gloves,' she insists that instruction without demonstration does not materially add to the number of people who can help themselves, and is not fundamentally an economical use of a nurse's time. She states her conviction, which will be heartily approved by sensible people everywhere, that 'it is impossible for a nurse to do effective teaching in a home where there is illness unless she demonstrates what she teaches by giving good bedside care to the patient.'

"She goes on to say that 'in many instances where there have been complaints that the nurse has overstept her bounds in prescribing or directing the mother to do things which do not come within her sphere as a nurse, the root of the trouble lies just here. A nurse is sent from a health department and that particular health department does not allow its nurses to do bedside nursing. Because she is not allowed to do the thing she is trained to do, she runs into the danger of beginning to give directions and orders, and thereby oversteps her bounds and enters the province of the physician. The nurse is trained to nurse, and as she nurses she should be teaching. If we do not stick strictly to this principle, we are neither

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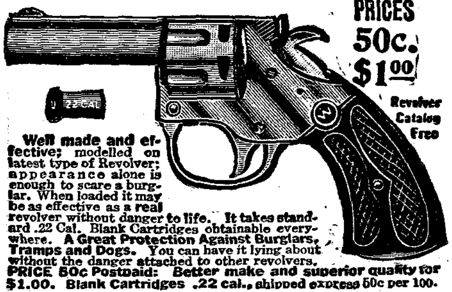

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INVESTMENTS ▾ AND ▾ FINANCE

IMPROVEMENT IN FOREIGN EXCHANGE

PERHAPS the most hopeful sign in the economic welter of the world's business, in the opinion of *The Wall Street Journal*, is the steady improvement in foreign exchange since the first of the year. "If the old pars of exchange are not to return, for most countries, for a long period to come, at least there are indications that the imparities are showing a tendency to find levels of comparative evenness, bearing some relation to the more normal and proportionate industrial life of the several countries." *The Wall Street Journal* deduces from the figures which are reprinted below that the bottom of exchange demoralization was reached last year, that there is marked improvement in all the leading exchanges, and that the situation of Austria and Russia is hopeless. It notes that—

> In countries where sterling is at the greatest premium, Germany, Italy, France, Belgium, and some others, it is easily discoverable that the industrial life is struggling upward. In the other countries there is a noticeable decline of commerce and industry from the abnormal war-levels. In some of these there is a feeling of hysterical anxiety to resist the slowing down and to maintain, in full force, what was but a temporary advantage. This feeling has found expression in hastily enacted currency legislation, export and import embargoes, and in a mass of internal legislation aiming at "profiteers" and endeavoring to stem the tide of unemployment and wage-reduction.
>
> The outstanding lesson of the exchanges as revealed in the tabulation is that the nations are interdependent; that for all, in like measure, the prosperity of domestic industry depends upon foreign commerce and international prosperity. There can be no real parity of exchange, with normal fluctuations, except when world-business conditions, good times, and hard times, are shared alike by all.

The appreciation in exchange quotation between January 3 and February 23, this year, is shown by the following table, in which, as is now the custom, all exchanges are quoted in dollars per unit:

	Feb. 23	*Jan. 3*	*Appreciation*
London	$3.87½	$3.54	$ .33½
France	.0721	.0586	.0135
Italy	.0365	.0345	.0020
Belgium	.0752	.0617	.0135
Germany	.0165	.0135	.0030
Switzerland	.1655	.1521	.0134
Holland	.3420	.3138	.0282
Spain	.1392	.1325	.0067
Sweden	.2240	.2005	.0235
Norway	.1750	.1565	.0185
Denmark	.1810	.1565	.0810

A more elaborate tabulation compares exchange conditions during abnormal conditions with a normal year before the war. In this *The Wall Street Journal* shows high and low rates for the principal foreign exchanges in New York since 1913, including the quotations so far in 1921:

		1921	*1920*	*1919*	*1918*	*1917*	*1916*	*1915*	*1914*	*1913*
England	High	3.92	4.0725	4.7588	4.76	4.7578	4.78	4.8537	6.000	4.88
Par..4.8665	Low	3.52	3.18	3.6525	4.7513	4.7488	4.7337	4.50	4.8425	4.8480
France	High	.0748	.0927	.1836	.1858	.1751	.1718	.1935	.2174	.1935
Par.. .193	Low	.0584	.0571	.0845	.1743	.1708	.1646	.1653	.1921	.1918
Italy	High	.0373	.0755	.1572	.1572	.1456	.1610	.1878	.2041	.1915
Par.. .193	Low	.0338	.0334	.0735	.1092	.1112	.1439	.1513	.1848	.1879
Belgium	High	.0796	.0938	.1779	‡....	‡....	‡....	‡....	.2041	.1928
Par.. .193	Low	.0609	.0607	.0889	....	....	....	....	.1909	.1907
Germany	High	.0181	.0294	.0800	‡....	.1825	.1938	.2209	.2400	.2356
Par.. .2382	Low	.0132	.0101	.0187	....	.1656	.1644	.1900	.2150	.2334
Austria	High	.0029	.0175	.0800	‡....	.1180	.1380	.1750	.2036	.2027
Par.. .2026	Low	.0017	.0072	.0088	....	.1060	.1098	.1295	.1730	.2010
Switzerland	High	.1663	.1828	.2073	.2604	.2353	.2020	.1914	.2000	.1928
Par.. .193	Low	.1519	.1503	.1733	.1965	.1938	.1876	.1810	.1905	.1902
Holland	High	.3460	.3913	.4250	.5225	.4550	.4500	.4350	.4250	.4025
Par.. .402	Low	.3127	.2925	.3613	.4125	.4013	.4075	.3931	.4013	.4000
Spain	High	.1420	.1920	.2205	.3075	.2445	.2130	.2005	†....	†....
Par.. .193	Low	.1302	.1180	.1875	.1965	.2100	.1885	.1858	....	....
Greece	High	.0800	.1500	.1936	.1953	.2005	.1953	.1941	†....	†....
Par.. .193	Low	.0695	.0710	.1526	.1936	.1946	.1932	.1887	....	....
Sweden	High	.2260	.2220	.2913	.3550	.4750	.3125	.2810	†....	†....
Par.. .268	Low	.1992	.1750	.2050	.2700	.2915	.2735	.2428	....	....
Norway	High	.1935	.2040	.2800	.3275	.3800	.3115	.2810	†....	†....
Par.. .268	Low	.1530	.1320	.1940	.2680	.2790	.2735	.2428	....	....
Denmark	High	.2025	.1910	.2688	.3150	.3900	.3100	.2805	.2750	.2682
Par.. .268	Low	.1527	.1305	.1730	.2630	.2708	.2690	.2413	.2500	.2665
Russia	High	.0055	‡....	*.1400	.1400	.3000	.3375	.4488	.5175	.5938
Par.. .5146	Low	.0045	‡....	*.1400	.1275	.1100	.2925	.2975	.4200	.5131

* Nominal. † Unavailable. ‡ No quotations.

PER-CAPITA TAXATION HERE AND ABROAD

IN spite of the demand for economy, the Governments of the world would seem to be spending more money than they were before the war, even if we eliminate war-debts. The Liberty National Bank of New York, in its magazine, *The Index*, makes a careful tabulation of expenditures made by seven representative Powers. It presents as follows figures showing the increase of governmental expenditure, after all charges for sinking-fund requirements on war-incurred and other debts are eliminated, and after the rise in prices has been excluded as a factor:

(In Millions)

State	*Unit of Currency*	*Value of Prewar Expenditure*	*Present Expenditure*	*Increase in Cost of Government*	*Percentage Increase*
France	Franc	12,600	37,532	24,932	198
U. S. A.	$	1,416	3,980*	2,564*	181*
Italy	Lira	7,788	19,324	11,536	148
United Kingdom	£	370	839	469	123
Germany	Mark	20,513	40,000	19,487	95
Canada	$	260	About 400	140	54
Japan	Yen	1,150	1,469	319	28

* Based on actual expenditures during first four months current fiscal year.

It would appear from this table, the editor of *The Index* observes, that the United States, two years after the end of hostilities, "is in the unenviable position of spending more than $2,564,000,000 annually, exclusive of interest and sinking-fund requirements, for government activities not engaged in before the war." Indeed, for the next fiscal year the estimated item "for interest and sinking fund is as great as the total expenditure of the Government before the war." What this sort of thing means in taxation is shown by another table comparing per-capita taxation. These figures, like the others, are based chiefly on information made public in connection with the Brussels Financial Conference:

	Unit of Currency	*Taxation per Head*	*Taxation per Head in $ at par of Exchange*	*Taxation per Head in $ at Present Exchange*
Germany..........	Mark	474.9	115.1	6.5
United Kingdom.....	£	22.2	107.	76.5
France............	Franc	416.8	80.4	24.5
U. S. A............	$	56.5	56.5	56.5
Italy......	Lira	94.8	19.3	3.3
Japan...	Yen	11.3	5.6	5.7

THE MOVIE "VAMP" IN WALL STREET

SO much fake movie stock has been sold to the public that last summer a vigilance committee was formed by the National Association of the Motion-Picture Industry, and it has been carefully investigating the subject. After its preliminary survey it announces that worthless wildcat movie stock to the extent of $250,000,000 is offered the American public every year. These figures, as the New York *Herald* summarizes the committee's statement, do not refer to stock issues offered for business expansion by well-established companies with big assets and earning power. Indeed, the executives of such companies, who were often pioneers in the industry, feel that next to the victims of the wildcat companies they are the worst sufferers because the operations of fake concerns bring ill-repute on the whole business. The committee, we are told, assert that—

> The people of this country actually bought during the last year between $25,000,000 and $50,000,000 in worthless stock. This came out of the pockets of small tradesmen, clerks, stenographers, waitresses, bootblacks, and others who were dazzled by reports of quick fortunes. Government employees in Washington are said to have bought stock extensively in one company. One young woman told of sinking $3,000, her entire savings, in a company promoted by a former dancing instructor.

When the vigilance committee puts the public loss in fake movie securities at $25,000,000 a year it has, in the opinion of *The Financial World*, "shot at a much lower mark than is obtainable." According to this weekly:

> Get-rich-quick promoters operating in this field have vamped small and non-inquiring investors out of considerably greater sums, and there is not included in this statement the losses sustained in such stocks as have been listed on the Curb, which in itself amount to as great a sum and in which the prospects of recovery are very slight. According to this committee investigation some seventy companies were floated last year with a paper capital of $180,000,000, of which only two or three had any assets worth speaking about.

BUSINESS REVOLVES
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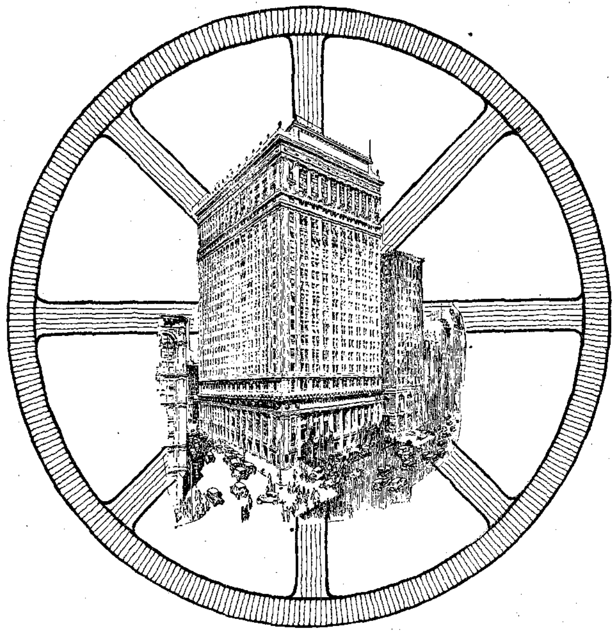

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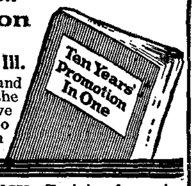
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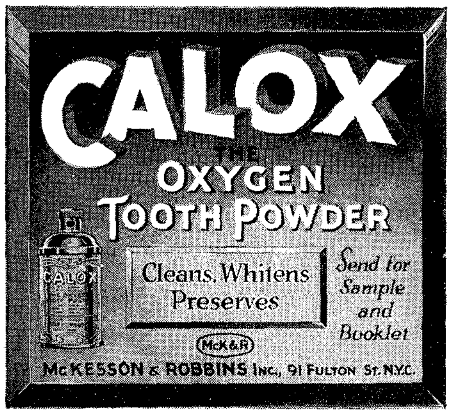
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INVESTMENTS AND FINANCE
Continued

STATE CONTRIBUTIONS TO WAR-EXPENSES

THE Treasury Department has published figures showing the amounts of Liberty bonds finally allotted to the subscribers in the several States. The National City Bank of New York has combined with these the figures showing the amount of internal revenue taxes collected in each State during the fiscal years of 1918, 1919, 1920, so as to show approximately the total contribution in money made by each of the States to public expenditures during the war-period. The bank notes in its current *Commerce Monthly* that—

The State of New York raised a much larger amount in these ways than any other State. Pennsylvania was the next heaviest contributor. It is interesting to note that the amount of war-loans (excluding certificates of indebtedness) floated in New York during the war-period was more than double the entire interest-bearing debt of the nation at the close of the Civil War, while the amount of internal-revenue taxes collected in the State in the three most recent fiscal years was greater than that collected in the entire country during the preceding seven years.

Eight States, each of which furnished at least $1,000,000,000 in the form of loans and taxes, are listed in the table below according to their respective percentages of the total provided by all the States. In the aggregate these eight States took $14,000,000,000 in loans, or two-thirds the total amount issued, and paid almost $9,000,000,000 in internal-revenue taxes, or nearly three-fourths the amount collected in the entire country.

State	*Loans Per Cent.*	*Internal Revenue Per Cent.*	*Total Per Cent.*
New York	25.9	24.6	25.4
Pennsylvania	11.2	12.2	11.6
Illinois	6.9	8.7	7.6
Ohio	5.7	7.2	6.3
Massachusetts	6.1	6.1	6.1
California	4.3	3.2	3.8
New Jersey	3.4	2.8	3.1
Michigan	2.6	4.0	3.1

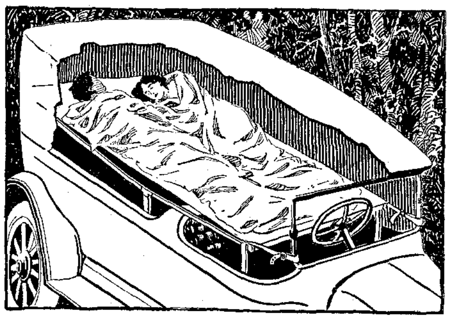
New York, Pennsylvania, and Massachusetts contributed substantially the same proportion of the total of loans as of the total of internal-revenue receipts. The relatively heavy revenue contribution of certain States reflects in part the existence in them of industries subject to special taxes. Thus taxes upon automobile-manufacturers account for the relatively high proportion of internal revenue collected as compared with loans taken in Michigan, while taxes upon manufacturers and public utilities have been important in Illinois. On the other hand, in California and New Jersey the relative contribution to loans is considerably greater than relative internal-revenue payments.

The total contribution of several States to Liberty loans and internal revenue during the three fiscal years of the war-period are set down as follows:

(Three ciphers omitted)

State	*Liberty Loans*	*Internal-Revenue Receipts*	*Total Loan and Taxes*
Alabama	$99,838	$50,337	$150,175
Alaska	7,402	1,232	8,634
Arizona	45,436	16,029	61,465
Arkansas	84,752	26,384	111,136
California	911,889	411,497	1,323,386
Colorado	135 433	82,354	217,787

"AUTOBED"



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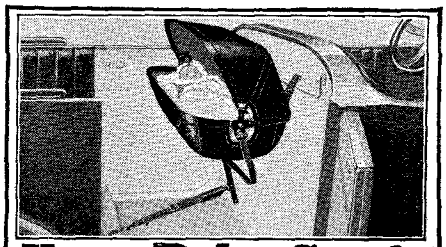

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Florida	77,394	32,721	110,115
Georgia	171,248	93,212	264,460
Hawaii	22,664	27,449	50,113
Idaho	52,513	10,745	63,358
Illinois	1,478,136	1,129,187	2,607,323
Indiana	423,413	192,067	615,480
Iowa	488,947	85,337	574,284
Kansas	211,508	99,856	311,364
Kentucky	199,847	327,381	527,228
Louisiana	154,071	118,109	272,180
Maine	101,455	46,175	147,630
Massachusetts	1,307,070	789,567	2,096,637
Maryland	*193,603	210,768	*404,376
Michigan	558,203	521,389	1,079,597
Minnesota	431,423	199,425	630,848
Mississippi	79,986	23,771	103,757
Missouri	548,736	344,443	893,179
Montana	78,965	20,768	99,733
Nebraska	212,374	57,192	269,566
Nevada	19,203	8,601	27,804
New Hampshire	77,267	31,895	109,162
New Jersey	721,050	360,355	1,081,405
New Mexico	19,970	8,841	28,811
New York	5,560,976	3,183,843	8,744,819
North Carolina	*99,550	333,617	*433,167
North Dakota	65,476	8,378	73,854
Ohio	1,229,056	934,570	2,163,626
Oklahoma	159,015	63,487	222,502
Oregon	126,536	55,711	182,247
Pennsylvania	2,402,907	1,584,089	3,986,996
Rhode Island	184,589	86,817	271,406
South Carolina	*79,877	54,187	*134,064
South Dakota	109,024	15,161	124,185
Tennessee	164,174	77,993	242,167
Texas	389,493	207,327	596,820
Utah	66,540	25,438	91,978
Vermont	62,836	14,828	67,664
Virginia	*185,112	150,861	*335,973
Washington	213,674	92,756	306,430
West Virginia	†130,508	107,372	†237,880
Wisconsin	412,417	220,192	632,609
Wyoming	30,484	11,082	41,566
Unallocated	296,062	....	296,062
Total	$21,435,371	$12,938,862	$34,374,233

* First and Second Liberty Loans not allocated.

† First and Second Liberty Loans allocated only for that portion of State included in Fourth Federal Reserve District.

WE ARE BECOMING A NATION OF STOCKHOLDERS

THE wide distribution of Liberty Bonds went far to make the American people a nation of coupon-cutters. Persons acquainted with Liberties bought other bonds. But *The Wall Street Journal* notes that the increase in the number of holders of stock has increased perhaps even more. The very element of risk inherent in possessing such securities adds to their popularity, for while "safety first" is a good enough slogan, "the idea is not permanently imbedded in American character.

"In 1919 the aggregate number of stockholders of fifty prominent industrial companies shown on the books on January 1 or nearest available date was 643,362. On or about January 1, 1920, the number had risen to 712,929, an increase of 11 per cent., and on January 1, 1921, official figures for the same companies showed a total of 868,183, or an increase over the preceding year of 22 per cent., exactly twice the gain of the year before." *The Wall Street Journal* presents a table showing a three-year comparison of the total number of stockholders in leading industrial concerns. A few typical examples showing the increase are here given:

	1921	*1920*	*1919*
American Agricultural Chem. com.	6,806	5,898	3,515
American Telephone & Telegraph	138,699	120,046	112,420
General Asphalt com.	1,043	559	440
General Electric	21,000	17,500	16,500
General Motors com	28,434	6,553	5,051
Goodrich Co. pfd	6,496	4,669	2,459
Pan-American Pelt com.	2,495	1,546	707
Sinclair Consolidated Oil	24,396	13,468	9,923
Studebaker Corporation com	6,591	1,902	2,836
*Swift and Company	40,000	35,000	24,600
Texas Company	13,465	11,838	5,367
Tobacco Products com	2,150	1,389	954
United States Rubber Co. com.	11,878	5,015	4,009
U. S. Steel Corp. com	95,776	74,318	72,774
Willys-Overland Co. com	12,171	7,165	7,305

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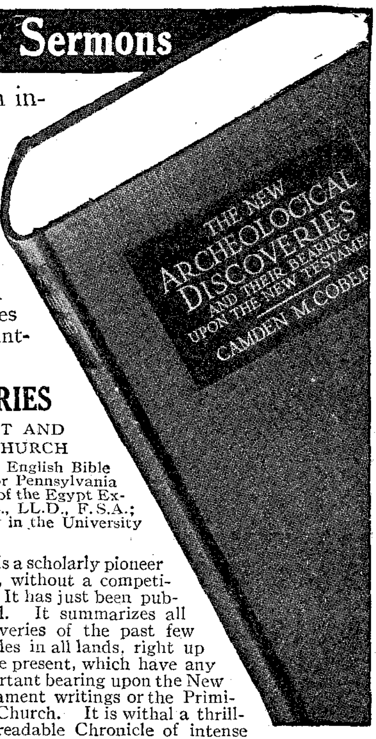
THE NEW ARCHEOLOGICAL DISCOVERIES AND THEIR BEARING UPON THE NEW TESTAMENT
CAMDEN M. COBERN

THE NEW ARCHEOLOGICAL DISCOVERIES
AND THEIR BEARING UPON THE NEW TESTAMENT AND UPON THE LIFE AND TIMES OF THE PRIMITIVE CHURCH

By CAMDEN M. COBERN, D.D., Litt.D.; James M. Thoburn Chair of English Bible and Philosophy of Religion, Allegheny College; Honorary Secretary for Pennsylvania and Member of the General Executive Commitee (American Branch) of the Egypt Exploration Fund, etc., etc. Introduction by Edouard Naville, D.C.L., LL.D., F.S.A.; Foreign Associate of the Institut de France; Professor of Archeology in the University of Geneva, Switzerland.

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CURRENT EVENTS

FOREIGN

March 9.—Premier Lloyd George receives assurances from Premier Briand that the French will not annex the occupied area.

The Allied Supreme Council places in the hands of experts the question of collecting the 50 per cent. tax on all German-made goods sold in Allied countries.

Dispatches received in London from Riga say that all the Bolshevik leaders in Petrograd escaped, after the capture by revolutionaries of the entire city with the exception of the Nicolai and Finland railroad stations.

The armistice concluded between Panama and Costa Rica at the insistence of the United States has been put in full effect along the entire frontier, according to information communicated to the State Department at Washington by the Panaman Legation.

March 10.—Premier Briand receives a message from President Harding expressing his willingness to meet the Viviani mission, said to be coming to this country to discuss with the Washington Administration the French indebtedness to the United States.

Reports received in London from Reval say that the anti-Soviet revolts are spreading throughout Russia. The food situation is said to be catastrophic, no food trains having reached the country from Siberia since February 11.

Armed Sinn-Feiners are surprized by British troops near Mallow, and three are killed and two wounded.

Four men who had incurred the displeasure of the Sinn Fein are killed near Belfast.

The Treaty of Sèvres, between the Allies and Turkey, is radically altered in the plan adopted by the Supreme Council to dispose of the Near-East question. Under the new terms Smyrna will be autonomous, under Turkish sovereignty, Constantinople will remain in the hands of the Turks, and the Straits will be internationalized.

The Pope makes Archbishop Dennis J. Dougherty, of Philadelphia, a Cardinal.

March 11.—Reports from Reval received in London say that Russian immigrants are forming a government there, to include representatives of all anti-Bolshevik parties, which, it is assumed, will enter Russia. Mr. Bakiloff reports to the British labor-leaders that the revolution is being carried on by workers, sailors, soldiers, and peasants.

March 12.—Wireless dispatches received in Warsaw say that Petrograd is in the hands of revolutionary forces and that the Bolsheviki have been ousted. From Reval it is reported that considerable numbers of Bolshevik soldiers have joined the revolutionaries as a result of the capture of Krasnoya Gurka, Peterhoff, and Sergieovka, near Petrograd.

Approval of the German Government's attitude toward the Allies reparations demands is voted by the Reichstag after Foreign Minister Simons explained his work at the London conference.

Austrian delegates plead with the Supreme Council at London for immediate aid for their country, insisting that unless immediate assistance is forthcoming Austria will be plunged into a bankruptcy from which she will never emerge.

Sinn-Fein forces which ambush a small

part of the Bedfordshire regiment in County Leitrim are badly defeated, six Republicans being killed, one severely wounded, and several taken prisoners.

March 13.—It is rumored in Stockholm that General Budenny, who was marching, by order of the Soviet Government, from southern Russia to Moscow, on reaching Orel, joined the revolutionaries with his entire army of 120,000 and assisted in the capture of Orel.

The German Federal Council adopts the Government's draft law providing for the definite dissolution of all German civilian guards and self-defense organizations. Bavaria's seven votes were the only ones cast in opposition to the measure.

The Reichstag approves the appropriation of 4,700,000,000 marks toward indemnifying German shippers for the tonnage lost to them because of the terms of the Versailles Treaty. This brings the total reimbursement of shipping companies up to 12,000,000,000 marks.

March 14.—Six Sinn-Feiners, two of whom were convicted of taking part in the Dublin shootings of Bloody Sunday, November 21 last, and the others found guilty of high treason in an attempted ambush of the police, are executed in Mountjoy Prison, Dublin.

The British naval estimates for 1921–22 amount to £91,186,869 gross and £82,479,000 net, it is announced by *the First Lord of the Admiralty.* Last year the net estimate was £84,372,300. The estimates are based on the Government's policy of maintaining a "one-Power standard."

The Bavarian Government instructs the Reichstag members of the Bavarian People's party to withdraw from the coalition supporting Chancellor Fehrenbach, and to oppose the bill passed by the Berlin Reichstag, which provides for a dissolution of the Orgesch, Einwohnerwehr, and similar military organizations.

March 15.—Dispatches received in London say that disturbances are occurring hourly in Moscow and that the Soviet authorities are rounding up sympathizers with the revolutionary movement and have massacred several hundred persons with machine guns. Leon Trotzky, the Soviet War Minister, delivers an ultimatum to Cronstadt, threatening to raze the town unless it is immediately surrendered.

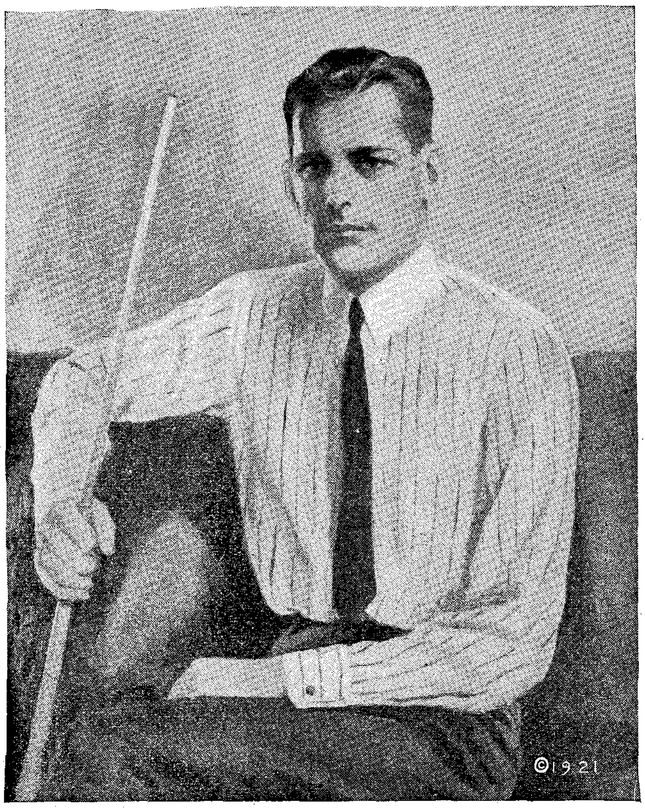
Talaat Pasha, former Grand Vizier and Minister of Finance in Turkey, is assassinated in Charlottenburg, a western suburb of Berlin. The assassin, an Armenian student, is arrested.

CONGRESS

March 9.—President Harding sends a special message to the Senate, asking that the Colombian Treaty be considered and ratified at once. The message goes to the Senate in executive session, and is not made public.

March 14.—It is tentatively decided at a joint conference of Republicans of the House Ways and Means Committee and the Senate Finance Committee to pass permanent tariff legislation ahead of legislation to revise the tax laws, members of both committees being unanimously of the opinion that it was not advisable to pass an emergency tariff bill and that it would be impracticable.

President Harding fixes April 11 as the date when the extra session of Congress will begin.



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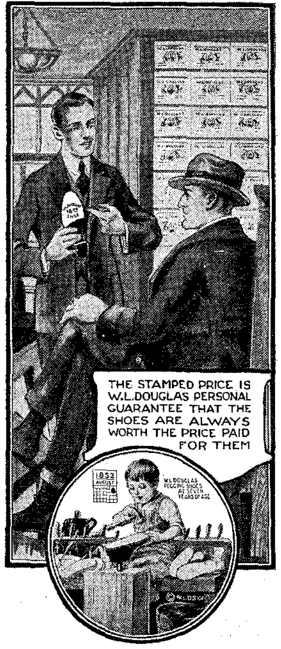
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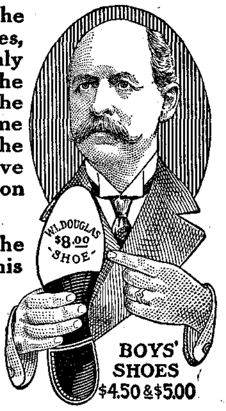

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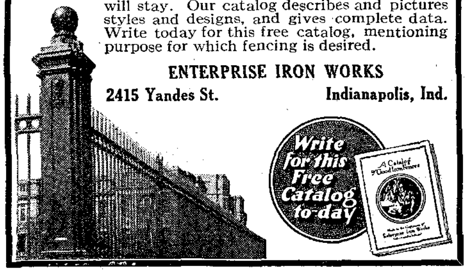
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CURRENT EVENTS
Continued

DOMESTIC

March 9.—The Pennsylvania Railroad announces a pay cut affecting every officer and employee, and it is generally indicated that virtually all the large railroads in the country are preparing to put reductions of wages into effect.

March 10.—The Santa Fé; Chicago, Milwaukee & St. Paul; Chicago Great Western; Chicago, Rock Island & Pacific, and the Chicago & Northwestern, announce their intention of reducing wages.

President Harding takes up with the Department of Justice and the Department of Labor the appeal of the Meat Cutters and Butchers' Workmen's Association to try to prevent wage-reductions and changes in working hours from going into effect.

Leon Crissinger, of Marion, Ohio, is nominated by President Harding as Controller of the Currency, to succeed John Skelton Williams.

March 11.—Following the shooting of a policeman by a negro, race disorders break out in Springfield, Ohio, and the Fourth Regiment, Ohio National Guard, is ordered to the scene.

A storm sweeps the town of Homer, La., and the oil-fields near by, killing one and injuring four, and damaging property to the extent of $500,000.

The State Department reports that the American forces on the Rhine will take no part in the collection of customs, but that no objection will be made to such action by the Allies within the territory occupied by the Americans.

After conference with President Harding, Secretary of Labor Davis offers the services of the Department of Labor in settlement of the controversy between packing-house employees and the packing concerns growing out of proposed wage reductions, and requests each side to designate two representatives to meet the Department of Labor agents in an attempt to adjust the dispute.

March 12.—The New York Central Railroad announces a cut in the pay of 4,350 officials and that offices of eight general superintendents are to be abolished as part of its program of economy.

Solicitor-General Frierson announces that the recent ruling of former Attorney-General Palmer permitting practically unlimited manufacture of beers, wine, and whisky for medicinal purposes will stand, unless the Treasury Department should ask for its reconsideration.

President Harding appeals to the American people to do everything in their power toward the relief of famine conditions in China.

Members of the packing industry and union-leaders accept the suggestion of Secretary of Labor Davis that they each send two representatives to confer with him regarding the present situation in the meat-packing industry.

March 13.—A mob of Kansans made up largely of Legion men tar two Non-Partizan League speakers in Barton County and chase out J. Ralph Burton, former United States Senator from Kansas.

March 14.—J. Ogden Armour, head of Armour & Co., announces that the company will put into effect a coöperative plan which will give employees equal representation with their

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TOURS AND CRUISES

employers in the determination of wages, working conditions, hours of labor, safety, and welfare, athletics, and all other matters of mutual interest. Dennis Lane, secretary-treasurer of the Amalgamated Meat - Cutters and Butcher Workmen, characterizes the plan as "bunk," and says there is no more chance of the men standing for this than for the packers consenting to have the men elect directors of their companies.

ommissioner - General of Immigration W. W. Husband announces plans to divert immigrants from the cities and industrial centers and to coordinate agencies of the Departments of Interior, Agriculture, and Labor to place the newcomers on small farms.

esident Harding appoints Col. Jonathan D. Wainwright, of New York City, Assistant Secretary of War, and Eugene Meyer, Jr., of New York City, a director of the War Finance Corporation. The nominations were sent to the Senate and confirmed.

heavy earthquake shock occurs thirty miles southeast of Terre Haute, Ind.

ie transport *Somme* arrives at Quarantine, Hoboken, bringing the bodies of ,609 men who fell in action.

ch 15.—At a conference between New York Central officials and representatives of the unskilled and semiskilled men on the line, the railroad's proposal that the workmen accept the age cut of from 17½ to 21 per cent. as flatly rejected, and it is indicated hat the railroad workers of the East ave decided to reject all proposals of age reductions and will carry their ght to the United States Railroad abor Board.

e persons are burned to death when a ar Pullman car on the Denver & Rio rande Railroad burns between Pueblo nd Walsenburg, Col.

presentatives of nearly eighty civic id patriotic organizations engaged in mericanization work meet in Washington and organize the National merican Council.

ns are launched at the Biltmore otel, New York, for a nation-wide ibute for President Wilson.

---

t So.—FRESHMAN—"Where do jail- come from?"

H—"They are raised from larks, and swallows."—*The Drexerd.*

---

dern Helpfulness.—We all know what t for our neighbors; and if they aren't ing, we'll make a law prescribing it iem.—*St. Louis Globe-Democrat.*

---

le Drill.—An Irish drill-sergeant instructing some recruits in the ries of marching movements, and great difficulty in getting a country- of his to halt when the command given. After explaining and illus- several times, he approached the , sized him up silently for a couple utes, and then demanded his name.

asey, sir," was the reply.

ell, Casey, did ye iver drive a mule?"

is, sor."

hat did ye say when you wanted stop?"

hoa."

sergeant turned away and immedi- ut his squad in motion. After they dvanced a dozen yards or so he l out at the top of his lungs! "Squad, Whoa, Casey!"—*The Argonaut* 'rancisco).

Little Women

THAT glorious mop of reddish hair, with the glint of gold in it.

Those dark, shining tresses, velvety black.

Those rich masses of chestnut curls.

What will they look like when the little women of today have little women of their own?

A serious question—that. But you can forecast the future pretty accurately right now—if you are careful to instil in your children the lifelong habit of caring for their hair—with the friendly help of Packer's Tar Soap.

Yes, "Packer's"—for this pure, pine-tar shampoo soap could not cause the slightest injury to even the finest and most delicate baby ringlets nor to the most sensitive baby scalp.

A medical authority has this to say: "Packer's Tar Soap is antiseptic and keeps away many of the skin troubles to which little children are liable. It is the best soap we know of for washing babies."

Start using "Packer's" *today.* "You cannot begin too early"—as every sensible mother knows.

Today, after nearly fifty years, "Packer's" is still the same pure, clean-smelling pine-tar soap that gave such encouragement to the shampoo habit in the early '70s.

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Special directions for shampooing with Packer's Tar Soap (cake or liquid) are given on pages 10-11 of our Manual, "The Care of the Hair and Scalp," written by a New York physician. A copy of this authoritative manual, now in its fifth large edition, will be sent you on request.

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PACKER'S TAR SOAP

PURE AS THE PINES

THE SPICE OF LIFE

Concentrated Trouble.—Gold—in too few hands—is the real yellow peril.—*Non-Partizan Leader.*

Big One Needed.—A man all out of breath rushed into a general store and said: "A nickel mouse-trap, quick, I want to catch a train."—*The Drexerd.*

Industry Rewarded.—Up in Idaho a school-teacher has taken on banditry as a side-line, and it is said that now he is able almost to make both ends meet.—*Western Mineral Survey* (*Salt Lake City*).

Too Much Knowledge.—"He knows all the best people in town."

"Then why doesn't he associate with them?"

"They know him."—*Boston Transcript.*

Same Effect.—"Did you buy that ninety-dollar hat you were raving over?"

"Yes."

"What did your husband think of it?"

"Why—er—he raved over it, too."—*Boston Globe.*

An Anchor to Windward.—"I will not be responsible for any debts contracted only by myself," advertises Mr. Barker, of Gary, Ind., who appears to have no confidence in his shopping ability.—*New York Illustrated News.*

Chronic.—CLERK—"Since I married, sir, I find that my salary is not large enough."

CYNICAL EMPLOYER—"The usual discovery, my young friend. And it never will be again."—*Boston Transcript.*

Accommodating.—"I'm sorry that my engagements prevent my attending your charity concert, but I shall be with you in spirit."

"Splendid! And where would you like your spirit to sit? I have tickets for half a dollar, a dollar, and two dollars."—*The Drexerd.*

Measurements.—Prof. Albert Michelson, an American astronomer, has just succeeded, with the aid of an apparatus he has invented, in measuring the star Alpha Orionis. It is also reported that Secretary Denby is busy constructing a number of apparatuses for taking the measure of the Rising Sun.—*Punch* (*London*).

Legal Ups and Downs.—FLATBUSH—"You say your wife went to college before you married her?"

BENSONHURST—"Yes, she did."

FLATBUSH—"And she thought of taking up law, you said?"

BENSONHURST—"Yes; but now she's satisfied to lay it down."—*Yonkers Statesman.*

The Cut Direct.—Kitty, aged four, had been naughty and her father had had to administer vigorous correction before going to business. That an impression had been made was apparent when, on his return from business in the evening, Kitty called upstairs with frigid politeness: "Mother, your husband's home."—*The Argonaut* (*San Francisco*).

Much Worse.—"Have you a little fairy in your home?"

"No, but I have a little miss in my engine."—*The Drexerd.*

Careless Doctor.—"You say this doctor has a large practise?"

"It's so large that when a patient has nothing the matter with him he tells him so."—*The American Legion Weekly.*

Proving Up.—"What right have you to wear that medal for bravery in combat?" asked the officer.

"Best right in the world, sir. I licked the fellow it was issued to."—*Non-Partizan Leader.*

Small But Efficient.—The Central Aircraft Company is producing the smallest motor-car ever made, but with very powerful engines. It is said that these cars can climb the steepest pedestrians.—*Punch* (*London*).

The Hurry-Up Kind.—At the post-office a little girl deposited a dime in front of the clerk and said: "Please, I forgot the name of the stamp mama told me to get, but it's the kind that makes a letter hurry up."—*Boston Transcript.*

Not Forgotten.—A widower ordered a headstone for his wife's grave. The inscription concluded with: "Lord, she was thine." When it was finished it was found that the stone-cutter did not have room on the stone for the "e" in "thine."—*The Drexerd.*

Have We Improved?—According to a Chicago message the world's record for long-distance crowing is claimed by Rock Island, Ill., for a cock whose crow can be heard six hundred miles away. This is something like the America we used to know before the war.—*Punch* (*London*).

The Unawed Cop.—"What's the matter down the street?"

"Another optimist has come to grief."

"How?"

"He thought the size of his car and a manner that keeps his clerks on the jump would overawe a traffic policeman."—*Birmingham Age-Herald.*

Why He Didn't Stop.—"James, do you see that policeman making signs to you?" asked the lady in the back seat of the car.

"Yes, ma'am," replied the chauffeur.

"Probably wants us to stop."

"Don't know, ma'am. I don't understand his signs. You see, we don't belong to the same lodge."—*Yonkers Statesman.*

English Like the Dickens.—An advertisement from a Siamese newspaper:

"The news of English, we tell the latest. Writ in perfectly style and most earliest. Do a murder get commit we hear and tell of it. Do a mighty chief die, we publish it, and in borders of somber. Staff has each one been college, and writ like the Kipling and the Dickens. We circulate every town and extortionate not for advertisements. Buy it."—*The Pioneer* (*India.*)

THE LEXICOGRAPHER'S EASY CHAIR

Readers will please bear in mind that no notice will be taken of anonymous communications.

"F. A.," Marble Hill, N. Y.—The dir
answer to the question "Who is there?" is
am," *not* "It is I," or "It is me." To the questi
"Who is it?" the answer is "I am it," *not* "I
me." As was pointed out in the issue of T
LITERARY DIGEST for December 25, 1920, the
English form was "It am I" (see p. 79, col
to-day we simply invert it, "I am it." The fo
"It's me" is condemned as illiterate by
grammarians and there is no need of it. Ad
it as colloquial usage or idiomatic English,
where are you going to draw the line between
literate and the illiterate? If you do admit
then you must admit its congeners "How com
"between you and I"; "he done it"; "I s
him do it," and a thousand more. Unq
tionably, English both in form and in combi
tion is the greatest hodgepodge of mod
times, but that is no reason for allowing "ja
English to run riot over the land.

"B. D.," New York, N. Y.—"Did Presi
Wilson receive the biggest popular vote in 1
of any of our Presidents? Also, by what elect
vote was he elected?"

President Wilson received the biggest pop
vote in 1916, his vote being 9,127,748.
electoral vote was 277.

"F. V. H.," Berkeley, Cal.—"I have no
lately the expression 'some one's else.' I
taught in England that 'some one else's'
the correct form, but a friend of mine tells
that 'some one's else' is correct here. W
form is right?"

Both forms have thriven side by side for y
The expressions *some one else*, *any one else*,
one else, *somebody else*, etc., are in good u
treated as substantive phrases and have
possessive inflection upon the *else*; as, *some*
else's umbrella; but some persons prefer to
them simply as elliptical expressions; as,
umbrella is *somebody's else* (*i.e.*, other than
person previously mentioned).

"T. F. C.," Comstock, N. Y.—"'A' cl
that *năsh'ŭnal* is correct as to pronunci
and use in speech of the word *national*.
claims that *nay'shunal* is also a correct pro
ciation of the same word. 'A' claims tha
one who is really intelligent will pronounce
word as 'B' claims it can be pronounced.
is right?"

The word *national* is pronounced *nash'*
(first *a* as in *fat*, *sh* as in *ship*, second and
a's as in *final*). This pronunciation is indic
by all modern dictionaries, and by most o
earlier ones except Webster (1828–63)
Knowles (1835), who recorded *ne'shun-al*
in *prey*, *sh* as in *ship*, *u* as in *but*, *a* as in *fi*

"W. F.," Brooklyn, N. Y.—"Please tel
where the quotation 'Shakespeare and the mu
glasses' occurs."

You will find the expression to which you
in Oliver Goldsmith's "The Hermit," chapter
"They would talk of nothing but high life,
high-lived company, with other fashionable to
such as pictures, taste, Shakespeare and
musical glasses."

"H. C. S.," Middletown, Ohio.—"(1)
is the correct spelling of the word *judgm*
judgment or *judgement*? (2) What is the d
ence in meaning between *illiterate* and *ignora*

(1) Both spellings are correct, but *judgm*
the preferred spelling. (2) "*Ignorant* sig
destitute of education or knowledge, or la
knowledge or information; it is thus a rel
term. The most learned man is still *ign*
of many things; persons are spoken of as *ign*
who have not the knowledge that has be
generally diffused in the world; the *ign*
savage may be well instructed in matters o
field and the chase, and is thus more pro
untutored than *ignorant*. *Illiterate* is wi
letters and the knowledge that comes th
reading. *Unlettered* is similar in meanin
illiterate, but less absolute; the *unlettered*
may have acquired the art of reading and w
and some elementary knowledge; the *unedu*
man has never taken any systematic cour
mental training. *Ignorance* is relative; *illi*
is absolute; we have statistics of *illiteracy*
statistics of *ignorance* are possible."—Fer
"English Synonyms, Antonyms, and Prepositi